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QUEBEC
'TWIXT OLD
... AND ...
NEW

BY GEORGE GALE



QUEBEC:
THE TELEGRAPH PRINTING Co.

1915

137193
2/12/15

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GEORGE GALE
1915

PREFACE

SOME time ago, a friend suggested the idea of my chronicling events relating to Quebec covering a period within the past century. I reluctantly accepted the task, as I realized that it would necessitate considerable labor to attain the object in view, even in a small degree. However, without any particular flourish of words, and without pretending that the effort should be a literary one, I began to compile "QUEBEC 'TWIXT OLD AND NEW" in the hope that the series of happenings and other subjects covered may be found of interest. My particular desire, however, is to make this volume one of living memories, as far as possible, either those of my own recollection for some fifty odd years, or of older people, with whom I am personally acquainted, and whose reminiscences I have verified and completed wherever possible from original sources.

These straggling stories, after all, are but a summary of the long ago or near past, without any attempt or even desire to deal with the subjects too extensively. The idea is to give an insight into the conditions prevailing and the occurrences during

P R E F A C E

several generations, including the launching of the steamer "Royal William", in 1831, and some notes of a still earlier period in the history of Quebec.

I am quite cognizant of the fact that there are many subjects that I have failed to notice, all more or less important and interesting, without doubt, but the facts concerning the majority of them are already known to the present generation, and besides, the reason that several volumes would not contain the half that might be written concerning Quebec of the past, must be my excuse for not dealing with them.

Many friends have readily and cheerfully come to my aid, among them:—Sir J. George Garneau, Colonel J. F. Turnbull, Lieut.-Colonel W. Wood, Messrs. J. B. Delâge, N.P., J. T. Harrower, John S. Budden, J. G. Scott, J. A. Jordan, F. X. Berlinguet, M. R. Carroll, Edw. C. Joseph, Colin Campbell, John Glass, W. C. Scott, F. C. Wurtele, Lucien Lemieux and Pierre G. Roy (of the Federal Archives) among others, and their services are gratefully acknowledged, as through their efforts I have been afforded a better opportunity to take a peep into the almost forgotten past.

GEORGE GALE.

QUEBEC, April, 1915.

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QUEBEC 'TWINX OLD AND NEW



CHAPTER I

CHRONICLES OF QUEBEC

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AN interesting summary concerning Lower Canada and the City of Quebec in particular, in the early days of the nineteenth century, will, no doubt, be of interest.

The corner stone of the Union Hall, or Hotel, facing the Place d'Armes, built by a joint stock company and originally designed as a grand hotel, was laid on the 14th August, 1805, by Hon. Thomas Dunn, Senior Executive Councillor and Administrator of Lower Canada, in the presence of a distinguished company of English and French-Canadian residents. It was owned by the Government at one time, an additional story added, and has been used as a Government building, dramatic hall, for school purposes, as Payne's hotel, as a printing office and for other purposes. The building was occupied by the Government of Canada during the momentous times of the American invasion of 1812, as it

was for some years previously, and it was here that some of the earliest legislation of the country was enacted. In 1808 it was the rendez-vous of the prominent merchants of the day in the city who were members of the Barons' Club, while the world-wide known midget, General Tom Thumb, was exhibited in this building during his first visit to Quebec, and Jenny Lind, the Swedish nightingale, sang there. The local Baptists, previous to the erection of their church in 1853 on McMahon street, used a portion of the building at one time as a place of worship. Before being purchased by the firm of D. Morgan, the present occupants, the *Journal de Québec* was issued from it for years, while many professional men had their offices there.

In the course of extensive repairs being made to the Morgan store some years ago, the workmen unearthed the corner stone of the old building. The hollow of the stone contained some rare and valuable coins, all of the reign of George III.

The architect for the Union Hall was Mr. Edward Cannon. He was also the builder of the English Cathedral in 1800-04 and St. Patrick's Church in 1832-33. While the Cannons were the builders of the English Cathedral, two officers of the Royal Artillery were the architects.

The Recollet monks, who arrived in Quebec in 1615, celebrated the first Mass—indoors at least—ever said in Canada or even in North America. It was in their church that several French Governors, including Frontenac, were buried, but were later removed to the Basilica. For many years previous to the destruction by fire in 1796 of their church and convent, which stood on the ground now partly occupied by the Cathedral of the Holy Trinity, the Church of England population of Quebec worshipped on Sunday mornings in the Recollet church, one

congregation going in as the other came out. In this connection the following unique notice appeared in the issue of the *Quebec Gazette* of May 21, 1767 :—"On Sunday next Divine service, according to the use of the Church of England, will be held at the Recollets' church and continue for the summer season, beginning soon after eleven ; the drum will beat each Sunday soon after half an hour past ten, and the Recollets' bell will ring to give notice of the English service the instant their own is ended." The congregation also worshipped in the Jesuits' church, situated on Garden street, on the site on which was later built the shambles for butchers.

The Anglican See of Quebec was established in 1793, when the newly arrived Bishop Mountain was welcomed by all classes of the community, including the Roman Catholic bishop. Services of the Church of England have, however, been held in Quebec since 1759. One took place in memory of General Wolfe, in the Ursuline convent chapel, several days after his death, when the chaplain of one of the British warships in port preached the sermon from the pulpit of that church. It is not generally known that, after his death on the Plains of Abraham, the body of General Wolfe was conveyed to the parish church of St. Joseph de Levis—which had been converted into an hospital by the English—where it was embalmed and later taken on board H.M.S. "Royal William", of eighty guns, which sailed at once for England.

The Presbyterian memorial service was held in the Jesuits' college. This congregation worshipped there regularly until 1807. Between that year and the time St. Andrew's Church was first built in 1810, services were held in a room in the Court House, which dated from 1804, and which occupied

a piece of land formerly the property of the Recollets, where the present court house stands. At an earlier time the judges and magistrates held their sittings in the Jesuits' College.

The tonsorial artists in Quebec evidently enjoyed a lucrative practice at an early period in the nineteenth century, when gentlemen, of the select class at least, as well as soldiers, appeared on the streets with queues and powdered hair. In 1806 the military of this garrison were still antiquated, if we may judge from the writings of one historian at least, who says:—"The army has made no perceptible progress; soldiers still plastered their hair, or if they had none, their heads, with a thick white mortar, which they laid on with a brush, afterwards raked, like a garden bed, with an iron comb; and then fastening on their heads a piece of wood, as large as the palm of the hand, and shaped like the bottom of an artichoke, they made a 'cadogan', which they filled with the same white mortar, and raked in the same manner, as the rest of the head."

One fact not generally known as regards the military of old is that no provision was made to provide trousers for the men of the Fraser Highlanders who accompanied Wolfe's army to Quebec in 1759. As a result, when the winter season set in, the Scotchmen suffered very much, especially when obliged to perform sentry duty or to secure fuel in the woods surrounding the city, as the kilts afforded little protection from the cold blasts. The sisters of the Ursuline convent—with whom the English military authorities were on the most friendly terms—solved the problem by knitting long woolen stockings, which protected the limbs of the soldiers from the assaults of Jack Frost.

General Brock, afterwards famous as the Governor of Upper Canada and the hero of Queenston

Heights, who was killed while leading the grenadier and light companies of his own old regiment, the 49th, against the American forces on the morning of the 13th October, 1812, at the age of forty-two, was commandant at Quebec in 1807 and resided in the third house from the top of Fabrique street, now the Fisher block. He made the most vigorous exertions to discipline the militia here and put the fortifications into a good state of defence. General Brock was buried with military honors in the north-west bastion of Fort George on the 15th October, 1812, at 10 a.m., minute guns being fired, by both friend and foe, from the time the body was removed from Government House until it arrived at the place of interment. The remains were removed to Queenston Heights on the 13th October, 1824.

The French-Canadian hero at Chateauguay, Colonel de Salaberry, was also quartered in this city at one time, and in 1814, he and his officers and the men under him received the thanks of the Legislative Assembly for their distinguished conduct. In October of the previous year, Colonel de Salaberry, an officer in the Sixtieth Regiment of Foot, (originally the Royal Americans, now the King's Royal Rifle Corps), was in command of a regiment of voltigeurs at Chateauguay, which included many Quebecers and several Indians of the Huron tribe from Lorette, and lost but five killed and twenty wounded in the decisive engagement with the enemy.

Mr. Ezekiel Hart, who had been elected for Three Rivers, appeared at the Bar of the Legislative Assembly to take his seat in 1808, but was refused admission on account of his being a Jew. Mr. Hart again appeared at the Bar of the House the following year to take his seat for the same constituency, having been re-elected, but he was again

refused admission. The House of Assembly went further, and a bill to disqualify all Jews from being eligible to seats in the Assembly was introduced and read twice. This Mr. Hart was the owner of a slow going steamer, called after himself, that travelled between Quebec and Montreal at one time.

In 1811, a bill to render the judges ineligible to seats in the Assembly passed that House, but the Council amended the bill by postponing the period at which ineligibility was to have effect to the expiration of that Parliament, when the measure received the Governor's assent.

Six hundred and thirty-five vessels, consisting of 138,057 tons, arrived from sea in 1811, and twenty-six vessels had been built and cleared at this port. In the course of this summer a police system was organized for Quebec and Montreal by the Government and salaried chairmen were named to preside over the Courts of Quarter Sessions.

Craig's Road was completed this year by a detachment of troops.

Repairs to the Castle St. Louis having cost £14,980, the amount was voted by the Government, as was £50,000 towards the erection of suitable Parliament Buildings.

For drilling, training, and other purposes of the militia service, £12,000 were voted by the Government in 1812, and a further sum of £30,000 was placed at the disposal of the Governor-in-Chief to be used in the event of a war arising between Great Britain and the United States. Canada had only 5,454 men of all arms who could be accounted soldiers: 445 artillery, 3,783 infantry of the line and 1,226 fencibles. On the outbreak of the war with the United States nearly all the regular troops were moved to Montreal and Quebec was garrisoned by the militia.

Troops began to arrive here in the beginning of March, 1812, from the Lower Provinces. The 104th Regiment had arrived overland from Fredericton, N.B., via the valley of the St. John's River, through an impenetrable forest, for hundreds of miles, to Lake Temiscouata and thence to Rivière du Loup and along the south shore of the St. Lawrence to Quebec. In May of the following year, Sir James L. Yeo, with several other naval officers and 450 seamen, arrived at Quebec en route for the Upper Lakes.

A number of American soldiers, including officers, taken at Detroit, were brought to Quebec in 1812 and many placed in close confinement. Among them was young Colonel Winfield Scott, afterwards commander-in-chief of the American army in the Mexican war of 1846, and known to the juniors in the service as "Old Fuss and Feathers".

Lower Canada at one time was a wheat grower and even an exporter of wheat, and as early as 1802 exported 1,010,033 bushels, besides 28,301 barrels of flour and 22,051 cwts. of biscuits.

Notre-Dame des Victoires square—opposite the historic church of that name, built in 1688—at one time in the past century, even in the recollection of our oldest inhabitants, was quite an important market and was known as "La Place". Farmers from the surrounding districts brought to this market a large quantity of flour, ground in the small mills of their localities from wheat cultivated on their farms and for which they found a ready market among bakers, as well as merchants and residents of the city generally. Prices depended upon the supply and demand. The flour was brought in schooners from the various parishes packed in bags and was piled like so much cordwood on the square after being landed at the Cul-de-Sac.

In 1810, the value of exports from the St. Lawrence was £1,200,000 sterling.

In February, 1814, the 8th Regiment and 220 seamen arrived overland from Fredericton, N.B., the latter to assist in the naval warfare on the Great Lakes against the American forces.

In this same year there were 653 marriages, 4,045 baptisms and 2,318 burials in Quebec.

Between the years 1807 and 1814, when the fighting men of the British navy were much fewer than they are to-day, it is on record that several young Quebecers were kidnapped by the "press gang," taken on board the frigates lying in the stream and forced to fight for their flag and country in the naval engagements of that period.

The eighth Parliament of Lower Canada was summoned for the despatch of business on the 21st January, 1815. In a House numbering fifty members there were fifteen members of British extraction. Hon. Mr. Panet, after being Speaker for twenty-two years, had been named a Legislative Councillor, and a vote of thanks was unanimously accorded him. Louis Joseph Papineau succeeded Mr. Panet as Speaker of the Assembly with a salary of £1,000.

The first sittings of the Legislative Assembly were held in the Bishop's chapel (on the site now known as Frontenac Park), for which the Bishop received an annuity from the Imperial Government. The Legislative Councillors sat in the Castle St. Louis. The sessions were continued at these places until 1834, when the new Parliament House was completed.

Previous to the days of the railways, when winter sessions of the Legislature were the rule, many of the members from the rural electoral counties travelled to Quebec by schooners from their homes.



Jesuits' College—Later known as the Jesuit Barracks.



Ancient Castle St. Louis.

The small craft were wintered in protected spots in the St. Charles river, made comfortable for the habitation of their owners, and provided with provisions and a supply of firewood to last during their prolonged stay here.

A bill was introduced in the Assembly in 1815 by Mr. Lee to establish turnpike roads in the vicinity of Quebec, to Cap Rouge and Lorette among other routes, but he was unable to carry it because of the outcry made by the farmers and the population of the parishes around the city.

In 1816 the population of Upper and Lower Canada numbered 400,000. About seven-eighths were of French descent and the other eighth composed of English, Irish, Scotch, Germans, Americans and their descendants. The Scotch were the most numerous and controlled nearly the whole external trade of the country. There was at this period no manufactories of note in the Province. The manufacture of leather, hats and paper had been introduced and "l'étoffe du pays", manufactured by the farmers, constituted the garb of the Canadians generally.

Already there was a road from Point Levis to Halifax, a distance of 618 miles, one from Quebec to Montreal, 180 miles in length, and one from St. Giles (some thirty miles from Quebec) to the boundary line, 146 miles.

In 1815, £16,555 was voted for the erection of the gaol in Quebec and £26,439 for militia services.

Quebecers experienced two snowstorms in summer, one on the 6th June, 1816, and the other in the same month of the year in 1836. On the first occasion there was an uninterrupted fall of snow from eleven o'clock until half-past twelve, when the ground was completely covered and it resembled a day in mid-winter. On the 11th September of the

same year a frost was experienced, as well as on the 28th, and it was so severe in this district, on the later date, as to complete the destruction of the potato crop, which escaped that of the eleventh, and only half of the average yield was expected. The Indian corn crop was also destroyed, while a great portion of the oat and wheat crops could not ripen in time and were cut for forage. As there was a prospect of a famine, Sir John Sherbrooke, the Governor, threw open the King's stores and on his own responsibility advanced a large sum of money from the public treasury for the purchase of such supplies as the Imperial storehouses did not afford.

The first settlers of Canada had a free passage afforded them from the United Kingdom and were provided with rations and tools on their arrival in the country. In 1816, rations and tools were furnished 2,000 immigrants, who came out at their own expense.

In 1818, a night watch and night lights were provided for Quebec and Montreal.

From the opening of navigation to the 12th October, 1818, 612 vessels had arrived with 12,434 immigrants.

In 1819, Quebec contained 2,008 houses and a population of 15,257 souls, of whom 11,991 were Roman Catholics and 3,266 Protestants.

His Grace the Duke of Richmond, Governor-General at the time, took ill while on a journey to Quebec after a visit to Upper Canada, and died on the 28th August, 1819. His remains were brought to this city and interred with great pomp and ceremony in the Anglican Cathedral.

It was on the 24th April, 1820, that the news of the death of King George III reached Quebec by way of New York. Parliament was dissolved during the firing of minute guns and the tolling of bells,

and the new King (George IV) proclaimed by the Sheriff, after a salute of 100 guns had been fired on the Place d'Armes, in the presence of the Governor, the heads of the departments, the troops and crowds of people.

In 1820, five hundred and eighty-five vessels of 147,754 tons arrived at Quebec from sea, and several new vessels had been built here. Merchandise to the value of £674,556 had been imported and trade was reported brisk.

Dr. John Charlton Fisher was named to the position of King's Printer in 1823, succeeding Mr. Samuel Neilson. Dr. Fisher composed the magnificently terse Latin inscription on the Wolfe-Montcalm monument in the Governor's Garden.

During the years 1822-23, 20,653 immigrants arrived in Quebec.

The whipping post and pillory were still in use in Quebec in the first quarter of the past century, while slavery was only abolished in Lower Canada in 1803.

The first medical society in Quebec was formed in the year 1826, under the presidency of Dr. Joseph Morrin, founder of Morrin College and mayor of Quebec. Later, the medical profession in Lower Canada was incorporated under the name of "The College of Physicians and Surgeons of Lower Canada."

Bellmen were quite an institution in Quebec in the early part of the past century, when newspapers were few and far between. They accompanied the sheriff to prominent points around the city where public announcements were to be made, and their chief duty was to attract the crowds by ringing the bell. Any person ringing a bell, outside of a regular bellman, was liable to a heavy fine.

The corner stone of the monument to Generals

Wolfe and Montcalm, which stands in such a prominent position in the Governor's Garden, was laid on Thursday, 15th November, 1827. The ceremony took place in the presence of Lord and Lady Dalhousie and a large company of distinguished citizens of all creeds and nationalities. The troops of the garrison also assisted, as well as the members of the various Masonic lodges, headed by the Grand Master, Mr. Claude Dénéchaud. Mr. James Thompson, the last survivor of the army that served under Wolfe, was present as a Mason. Although in the ninety-fifth year of his age, he walked with the party which accompanied the Governor, standing near His Lordship, leaning on the arm of an officer of the 79th Highlanders. Lord Dalhousie called upon the patriarch to assist in the ceremony in the following words:—"Mr. Thompson, we honor you here as the companion in arms and a venerable living witness of the fall of Wolfe; do us also the favor to bear witness on this occasion by the mallet in your hand." Mr. Thompson then, with a firm hand, gave the three mystic strokes with the mallet on the stone. This was the aged veteran's last appearance in public. The monument was completed in 1828.

It was under Lord Aylmer's Governorship in 1832 that the first monument was erected to mark the spot where General Wolfe died on the Plains of Abraham. The exact spot is known from the fact that Wolfe's own men set up a stone to mark it the very day he died. A plain marble slab was placed in the Ursuline chapel to the memory of General Montcalm in the same year by Lord Aylmer. The Ursuline convent in the Upper Town dates from 1642 and here is exposed to view the skull of the French general.

Quebecers first enjoyed the luxury of friction

matches in 1846. They were about four inches in length, tipped with sulphur at each end, and were ignited when brought into contact with phosphorus contained in a small vial. The flint and steel were in use, however, for many years later, especially in the country districts.

The photographic art was first introduced in Quebec in the above year, when a New York firm opened a store on St. John street.

The population of the city in 1848, as given in the directory published in that year, was 40,000, while twenty-two years later, in 1870, there was a population of 59,699, as follows:—40,890 French-Canadians, 12,345 Irish, 3,974 English and 1,861 Scotch, with several hundreds of other nationalities.

The local postmaster at this period in our history was Mr. John Sewell and he had a staff of three clerks and three letter carriers. Even as late as forty years ago, letters to Norway, that cost five cents now, cost as much as sixty-five cents for postage rates.

Canada's postal system was controlled by the Provincial Governments in 1851, which year marked the introduction of postage stamps. In 1855 the postal money-order and letter registration systems were established. A uniform letter rate of three cents was adopted for all Canada and post office savings banks established in 1868. The first post cards were used in 1871. A weekly mail service was established between Canada and the United States in 1797.

So much has been written about Quebec's fortifications, as they exist to-day, with sundry modifications, that it is not necessary to refer to them at any length, except to say that they were com-

menced in the year 1823, after a plan approved of by the Duke of Wellington, and work was continued until 1832, the total cost being \$35,000,000, paid by the Imperial Government.

Hope Gate was first built in 1786. It was altered in 1823-32, and strengthened in 1840. It was finally demolished in 1874.

St. John's Gate was first built under Frontenac in 1692 and removed by de Léry in 1720; rebuilt in 1791 and again in 1867; demolished in 1898.

St. Louis Gate was also built under Frontenac. It was rebuilt in 1721 and altered in 1783; again rebuilt in the scheme of 1823-32 and replaced by the present one in 1873.

Prescott Gate was built in 1797, rebuilt in 1823 and demolished in 1871.

Palace Gate was first built under Frontenac, was restored in 1720 and again in 1790. It was rebuilt in 1823-32, and was demolished in 1864.

Kent Gate was built in 1879, Her Majesty Queen Victoria contributing one thousand pounds to the cost, in memory of her father, the Duke of Kent, after whom it is named. The Duke of Kent passed three years in Quebec with his Regiment, the 7th Royal Fusiliers, in 1791-4, residing in the building known as the Kent House, Nos. 23 and 25 St. Louis street.

Chain Gate formed part of the work undertaken in 1823-32 and was designed to protect the road to the Citadel, known as Citadel Hill.

Dalhousie Gate, at the entrance of the Citadel, was erected in 1827, during the administration of Lord Dalhousie.

Three forts on the Levis heights were erected by the Imperial Government between 1865 and 1871, but they have never been manned or armed.

There are no French works left anywhere, and the talk of old French works on the Cove Fields is all nonsense. They are the remains of the old British works, made in 1783 and abolished in 1823, the year the present ones were begun.

Old forts were built up above the sky line, visibly commanding the situation, but modern ones, like that at Beaumont, are built into the natural contours of the ground as much as possible, so as not to attract attention and offer the enemy a clear target. Of all the millions who have passed Beaumont in the last five years, not even the hundreds have noticed it. It commands the south channel of the Island of Orleans, and shells could be pitched over the southern point of the island, and into vessels beyond. The Beaumont fortifications were built under the Royal Canadian Engineers, and were approved by Sir John French, in 1910, when he came out on a special mission. He was Chief of the Imperial General Staff. Lord Kitchener is said to be the best man for preparations; the late Lord Roberts for strategy, and Sir John French for tactics.

The Martello Towers were commenced in 1805, but were not all fully completed until 1823. Originally they were four, but one was taken down in recent years to make way for the Jeffery Hale Hospital extension. They are all built in line, one of them overlooking the St. Lawrence, and another the valley of the St. Charles. The exposed sides of the towers are thirteen feet thick and diminish to seven feet in the center of the side to the city walls. The first or lowest story contained tanks, magazines, etc., the second had cells for the soldiers, with port-holes for two guns, while on the top there were formerly posted five guns, one large and four smaller ones.

CHAPTER II

BANKING AND CREDIT SYSTEM

Army Bill Office in 1812—Local Banks Organized—Quebec Board of Trade—Rebellion of 1837-38—Escape of Prisoners from the Citadel—Literary and Historical Society—Burning of Parliament Buildings—The "Quebec Gazette"

FOR many years previous to 1812 and, indeed, afterwards, the currency of the country was gold and silver, with bank notes few and far between, the people having little confidence in the latter. The farmer was practically his own banker, secreting his meagre store of gold and silver in a stone jar, or even in an old stocking, in a corner of the large chimney in the living room, or some other convenient place. The townspeople were little better than their country cousins in this respect.

It may be said that the year 1812, in consequence of the American declaration of war with Great Britain, marked the foundation of the whole banking system of Canada and the credit system generally. This was in consequence of the introduction of the army bills. By this means, the exigencies of the public service were provided for during the war, which the government guaranteed to the extent of one million dollars at first, but increased the sum to two million dollars, a large amount of money for those days.

The public had the greatest confidence in these bills as legal tender. They were not only printed and distributed from the Army Bill office in Quebec, but if paid in government bills of exchange,

were honored at the office of the Commissary General. Mr. James Green was the director of the Army Bill office, and Mr. Louis Montizambert the cashier. The office was located in the Court House.

Previous to the passing of the act to facilitate the circulation of army bills, the currency of Canada consisted of a variety of kinds. Gold and silver of various nations were in circulation. Spanish, Portuguese, Mexican, French and German circulated simultaneously with the gold and silver coins of Great Britain. Much inconvenience was, as a result of all this, experienced in Canada.

Owing to the scarcity of specie, the export of a larger sum than ten pounds was prohibited except with a license from the Governor, and the contravention of this law incurred a heavy fine and forfeiture. Specie in those days, in fact, was so scarce that it resulted in a kind of barter or store pay, prejudicial to the interests of the farmer and laboring classes. Farm produce, furs and labor were paid for in goods, which had to be taken at unreasonably high prices at the stores.

Under the Army Bill Act, however, a paper currency was introduced which proved of essential benefit, not only in meeting the exigencies of the public service, but in facilitating commercial transactions, so that the measure proved a complete success.

The commission, appointed by His Excellency Sir George Prevost, Governor-in-Chief and Commander of the Forces, met once every fortnight, at the house of Mr. Blackwood, on St. Louis street, and was composed of Messrs. W. H. Robinson, J. Hale and Noah Freer, the latter military secretary during the war of 1812.

The army bills were issued at par, while private bills were below par from one to three per cent.

There was quite a large amount of small bills in circulation, although specie was the popular currency.

On the 15th January, 1817, the act prohibiting the export of specie and bullion from the Province for a period of five years from the 1st August, 1812, was repealed and the Army Bill office was finally closed on the 24th December, 1820.

Sterling was converted into Canadian currency in the year 1858.

The Bank of Montreal, the first bank established in the Province of Quebec, was founded in 1817.

The Quebec Bank was organized on the 7th September, 1818, and had an office in the Quebec Fire Assurance Building on St. Peter street. The following were the first directors:—John W. Woolsey, (the first President), J. McCallum, Jr., John Jones, Jr., Charles Smith, Louis Massue, Henry Black, Jean Langevin, P. A. DeGaspé, W. G. Sheppard, John Goudie, E. C. Lagueux and Benjamin Tremaine. The first manager of the bank was Noah Freer. The present building was erected in 1863 on what was originally a beach lot.

La Banque Nationale was founded in 1858 and a charter obtained in 1859, the first board of directors being elected in 1860, namely:—E. Chinic, U. J. Tessier, I. Thibaudeau, Dr. Ol. Robitaille, C. Têtu, P. Vallée and A. Joseph. Mr. F. Vézina was the first manager.

The Union Bank of Lower Canada came into existence in 1865, with the following board of directors:—Messrs. Charles E. Levey, Thomas McGreevy, Geo. Irvine, G. H. Simard, W. Rhodes, Edward Poston and Siméon Lelièvre. Active operations started on the 14th December, 1865, in a low building on its present site, with Mr. William Dean as cashier.

The Quebec Provident and Savings Bank was in

operation next door to the post office in 1847, of which Jeffery Hale was President, Charles Langevin, First Vice-President, C. Wurtele, Second Vice-President, and C. H. Gates, cashier. This bank was absorbed by the Union in 1872.

The Quebec Savings Bank had an office in the Quebec Fire Office in St. Peter street, in the late forties. N. Freer was President, H. Langevin and James Gibb, Vice-Presidents.

There was a branch of the Bank of British North America already opened for business in St. Peter street in 1837. Sixty-seven years ago Mr. Robert Cassels was manager, and Messrs. James Dean, Henry Burstall, Hon. J. M. Fraser and James Gillespie, directors.

The Merchants Bank opened a branch in 1861.

La Caisse d'Economie de Notre-Dame de Québec was founded in 1848.

A public meeting was held at the Union Hall, corner of Du Fort and Ste. Anne streets, on the 21st of February, 1809, for the purpose of organizing a Committee of Trade at Quebec, at the request of a similar organization already established at Halifax, N.S., and to collaborate with it. The letters and documents addressed for that purpose to Irvine, MacNaught & Co., merchants of Quebec, by the Committee of Trade at Halifax, had been sent in December, 1808, and only reached Quebec, February 20th, 1809, having taken two full months in transit.

The members of the first Committee of Trade, the real fathers of the Quebec institution, were:— Messrs. James Irvine, John Blackwood, David D. Munro, John Painter, John Mure, John Jones, John Patterson.

The Committee of Trade of Quebec was reorganized with thirteen members instead of seven, on the 8th March, 1820, while it was reorganized again with regular written by-laws, December 12th, 1825, and meetings were held the first and third Fridays of each month, at 10 o'clock before noon, at the Exchange Building.

On April 10th, 1841, a committee, composed of Messrs. Bond, Leaycraft and Langlois, was appointed to draw up a petition to the Provincial Government praying for an act of incorporation for the Quebec Board of Trade, which was granted on the 19th March, 1842.

Hon. W. Walker was elected the first President, April 25th, 1842. The members of the Council were then only ten in number. The general meetings were quarterly and the annual member's subscription two guineas. Among the members present at the annual meeting of April, 1857, were five French-Canadian merchants, Messrs C. Têtu, L. Têtu, J. Tessier, E. Chinic and G. H. Simard, and the latter was then elected Vice-President.

The Quebec Exchange Building on St. Paul street, built on a water lot in 1817, was bought at Sheriff's sale by the Board of Trade, February 23rd, 1897.

In 1887, there were eighty-five members in the Board of Trade, while to-day the number is 486.

The former Presidents of the Board, from 1842 to 1900, were: Messrs. W. Walker, James Dean, James Gillespie, H. T. Noad, J. B. Forsyth, James G. Ross, A. Joseph, H. Fry, D. E. Price, Hon. P. Garneau, R. R. Dobell, Weston Hunt, Joseph Shehyn, O. Murphy, T. Ledroit, Hon. R. Turner, V. Chateauvert, T. Brodie, E. B. Garneau, M. Joseph.

The agitation in favor of responsible government in Canada culminated in the rebellion of the fall and winter of 1837-38, under the leadership, in Lower Canada, of Louis Joseph Papineau, and in Upper Canada, of Peter Baldwin. Quebec was in a state of excitement for some time. The militia called out for active duty included a company of cavalry, a company of artillery, and the "Queen's Pets", a corps composed of merchant seamen, who were armed with horse pistols. There was also a Home Guard composed of the leading merchants of the Lower Town, as well as their clerks and other residents, who assisted in mounting guard at the city gates, on the Citadel, etc., as nearly all the regulars had been ordered to the West. The city was placed under martial law. This necessitated, among other things, the closing of all the city gates at eight o'clock every evening and they remained closed until gun-fire in the morning, the wickets only being allowed to be opened. People without the countersign, who were outside the walls, were obliged to make the best of their situation, while the cry of "All's well" could be heard along the ramparts nightly. Banks carried their specie to the Citadel and many private families removed from the outskirts of the city to within the walls.

Possibly on account of the strength of the local garrison, no trouble of any consequence occurred here, but in several parishes of the district of Montreal, at St. Eustache, St. Denis, St. Charles, etc., engagements took place with the military, with loss of life. The leaders of the rebellion, who were not successful in making their escape—fifty-eight in Lower Canada and eighty in Upper Canada—were punished by being banished to New South Wales for five and a half years, returning in 1845, while seven were executed in Montreal by order of the

court-martial, and to whose memory a monument is erected in the Côte des Neiges cemetery there.

Several American sympathizers were captured in the vicinity of Windsor and for safe keeping were brought to Quebec under guard, and placed on the Citadel, among them, General Theller and Colonel Dodge. They made their escape from the fortress on a dark night in October, 1838, after drugging the sentry, and managed to lower themselves down over the Citadel wall, when they made their way into the city via Mont Carmel street, it is thought, and later, the story went, were taken in charge by a Dr. Rousseau, a former well-known medical practitioner of Bridge street, St. Roch's, and others.

A venerable friend, who was well acquainted with Dr. Rousseau, relates the following story of the escape of the two officers, which was told him by the doctor himself:—After reaching a lonely spot previously selected, the party drove in all haste to the doctor's residence on Bridge street, where the escaped prisoners changed their clothing and were then taken to the residence of the doctor's mother-in-law, adjacent to Scott's bridge, where the house still stands on the north side of the St. Charles River. Here they were secreted in the barn under a quantity of hay. They were regularly supplied with food and other comforts while under the care of their Quebec friends and, in fact, every attention paid them. When a suitable opportunity offered, after one unsuccessful attempt, the men were driven across the country to La Canardière, and once arrived on the Beauport beach embarked in a waiting boat, in which they were rowed across to Levis, and in a few days were once more safe in American territory. Doctor Rousseau was suspected by the authorities and his house was searched, but he managed to elude them by hiding in a sort of a cup-

board under the eaves of the high roof of his dwelling, while he placed the clothing of the two officers far up in the old-fashioned chimney of his house. The doctor admitted that if the plans of himself and friends had been discovered, they would have been summarily dealt with by the authorities and possibly paid the penalty with their lives.

Men are still living who remember a detachment of soldiers searching not only private houses in the Upper Town for the two prisoners, but jabbing loads of hay, etc., with their bayonets, while all the city gates were closed as soon as the news spread, in an effort to recapture the fugitives.

During these troublesome times, meetings were held here, among other places at St. Paul's market square, at the Palais, and at the Place d'Armes, where speeches were made by Mr. Papineau, the leader, and other sympathizers of the reform movement.

A meeting held in the Place d'Armes Ring was attended by a youth of twelve years, who, long before his death, was one of Quebec's leading citizens. He often told the story of his experience. While this meeting was in progress—the crowd engaged in burning the effigy of the Governor between the speeches—a large detachment of soldiers arrived on the scene and formed a cordon around the crowd. This act, however, did not disturb the speakers or the audience, but during a pause after some cheering, the officer was heard to order the soldiers to load with ball cartridge. This was the signal for a hasty retreat, when the meeting broke up in short order and everybody made haste for safer quarters.

The Literary and Historical Society of Quebec, founded in January, 1824, is the senior learned

society in Canada, and the Governors-General have always been its patrons. The Society owes its origin to the zeal for the advancement of science and to the munificence of the Earl of Dalhousie, at one time Governor-General of British North America. At the date of organization, its meetings were held in the Castle St. Louis.

On Monday, May 31st, 1824, an inaugural address and essay respecting the early civil and ecclesiastical judicial history of France was read before the Society by Hon. Jonathan Sewell, the author of the paper. The following were the officers for the year 1829 :—President, Fred. Baddeley ; First Vice-President, Hon. Justice Bowen ; Second Vice-President, Hon. A. W. Cochrane ; Secretary and Treasurer, Wm. Green.

The Society was incorporated by Royal Charter in 1831, during the reign of King William IV.

Hon. Jonathan Sewell was declared in the act the first President of the Society.

Among the society's historical relics are :—

A piece of the katt (or two-masted small transport) from which General Wolfe directed his attack on the Montmorency heights.

An effigy of Wolfe, made in 1771 for a loyal English butcher named Hipps, who occupied a low building at the corner of Palace and St. John streets for his place of business, and carved by a French-Canadian resident named Cholette. The effigy was carried off in 1838 by some English middies as a lark, but returned later.

The iron lever of the first hand printing press used in Canada in 1764, by the Neilsons.

The last pillory used in Canada, in which prisoners underwent not only punishment from the civil power, but were subjected to insults from the populace.

A model of the steamer "Royal William", called after His Majesty King William IV.

Portrait of "The Last of the Hurons" (1812-16), painted by himself with the aid of a looking glass. The Chiefs have medals given by His Majesty King George IV and several other rare souvenirs.

Photograph of a model of Quebec executed in 1800 by Mr. J. B. Duberger and restored by Rev. P. O'Leary.

Walking stick, once the property of Colonel De Salaberry, the hero of Chateauguay.

Small cannon picked out of the river at Egg Island, from one of Admiral Walker's fleet, which was wrecked at that point, in the St. Lawrence, over 200 years ago, and resulted in the loss of one thousand lives.

The Society changed its quarters on quite a few occasions and suffered from fire several times, with the loss of the greater part of its library, together with many of the records, etc., especially in the fire in the Parliament Buildings in February, 1854, where the members had met since 1841, and later were obliged to take rooms over a store at the corner of St. Louis and St. Ursule streets. In 1837 the meetings were held in the Union Hall, opposite the Ring, in 1861 over the store of P. Sinclair, on St. John street, the following years in the Masonic Hall and finally in 1868 the Society took possession of its present quarters in the Morrin College building.

Within a period of some twenty-nine years, the Parliament Buildings in Quebec were twice destroyed by fire; the first time in the early morning of the 1st February, 1854, and the second occasion in 1883. Both buildings were situated on what is now known as Frontenac Park, at the head of

Mountain Hill. In the former year, the old Parliament of Canada was still holding its sittings in Quebec, and there was a vast amount of valuable documents, including the greater part of the books in the library, manuscripts, paintings, etc., destroyed. What was saved was taken to the vestibule of the French Cathedral. The building was quite an imposing one, of cut stone, with columned porch, and valued at about £150,000. Mr. Alpheus Todd, an authority on Parliamentary usages, was Librarian, and Mr. W. B. Lindsay, grandfather of Lieut.-Col. Lindsay, was Clerk of the House at this time.

Arrangements were made with the Sisters of Charity or Grey Nuns to permit the Parliamentary session being held in their church, situated on Richelieu street, but fate was evidently hard on the politicians of that day, for while the necessary preparations to admit of the session there were under way, a fire broke out in the property of the Sisters, on the 3rd May, in the same year, when the church, as well as a large part of the convent, were destroyed, so that the Government authorities were compelled to seek accommodation in other quarters, and secured the old Academy of Music, on St. Louis street, which had been inaugurated as Quebec's leading theatre, on the 5th February, 1853, and where several sessions were held.

The second Parliament Buildings, erected on the site of the first one, a fine brick structure, fell a prey to the flames again, in 1883, and was succeeded by the present stately pile on Grande Allée.

The Convent and the Church of the Sisters of Charity, on Glacis and Richelieu streets, suffered from fire no less than three times, in 1854, 1867 and 1914, on each occasion being badly damaged.

When the first Parliament Buildings, at the head of Mountain Hill, were built in 1834 for the Parlia-

ment of Canada, a peculiar omission occurred. A tablet bearing the names of the Governors and other dignitaries, both clerical and lay, was deposited in the corner stone, but after the stone had been well and truly laid with imposing ceremony, it was discovered that the names of several prominent people had been omitted from the tablet placed in the base of one of the columns. It was found necessary to have another tablet made, and it was placed at the head of the same column. After the fire and while the columns and other stones were being removed to be used in the construction of the old Champlain Market, both tablets were found safe and sound, and are, it is believed, in the custody of officials at the City Hall.

The fire in 1854 was caused, it was thought, by an overheated furnace, the building being heated by hot air, and declared itself in the Legislative Council chamber. Mr. L. T. Berlinguet, father of our venerable fellow-citizen, Mr. F. X. Berlinguet, was the architect for the central part of the building, while Thomas Baillairgé, uncle of the late Mr. Charles Baillairgé, designed one of the wings, and a Mr. Brown the other.

Mr. Berlinguet, sr., was the architect for the old Marine Hospital at the foot of Crown street. The first stone of this building, now occupied by the nuns of the Good Shepherd as a home for children, was laid on the King's birthday, 28th May, 1832, and the hospital opened in 1834.

The first newspaper published in this city and printed by William Brown, was the *Quebec Gazette*, which appeared on the 21st of June, 1764, and continued until October 30th, 1874. It was at one time printed in English and French.

I am interested in this paper from the fact that it was there, after a common school education, some forty-three years ago, I had my first practical insight into the mysteries of the art of printing. Here is where I learned what the terms stick, mallet, shooting-stick, chase, etc., technically speaking, meant, where I "pied" the first few lines I set and followed it by a stickfull soon afterwards, where I got my ears cuffed by the dyspeptic foreman for looking crooked, and where for working from 6.45 a.m. to 6 p.m. for six days in the week, I received \$1 per week for the first year. The *Gazette* office was then situated in the upper part of the building now occupied by T. J. Moore & Co. The office at one time was situated on Mountain Hill, on the rock side facing the old breakneck steps, but with other buildings was removed in 1850 in order to widen the street.

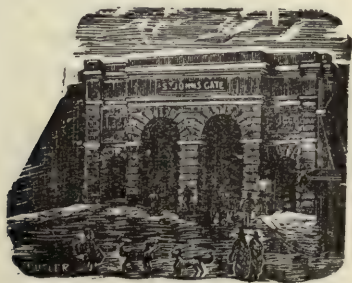
Mr. Middleton was the only member of the editorial staff, at the time I speak of, acting in the capacity of leader writer, news editor, shipping editor, sporting editor, telegraph editor, financial editor, etc., as well as being a leader in temperance and other good works. Those were not the days of sensational or indeed yellow journalism, and in the absence of a telegraphic service, the scissors did a vast amount of work daily among the exchanges, especially on the arrival of the English papers. As a rule, the reader was only of a secondary consideration, and items that call for columns now were covered in lines only then, with no scare heads either.

My next move was up-town, to the office of the *Saturday Budget*, on Buade street, where I divided my time between setting type and looking after a money exchange office, where there was very little real money, however, but the window was artistically decorated with condemned bank bills, or pieces

of wood rolled up in paper to represent packages of silver coin. The whole thing made a good appearance, but the customers were few and far between. The *Budget* was a weekly issue and was worked off on an old Franklin hand press every Saturday morning. Work started at about six o'clock, the boss taking charge of the lever, while the writer, who was styled in typographical parlance the "devil", manipulated the roller, which was nearly two feet in width.

The motive power in the majority of printing offices, even when the old cylinder press was in use, was man, and if several hundred papers an hour were rolled off, it was considered good work. There was no electric power then, and very few steam plants in printing offices, at least. The typesetting machine was not thought of, or for years after. Composition by hand was the only means by which type was set.

In 1811, there were five newspapers in Lower Canada, the *Gazette*, *Mercury* and *Canadien*, in Quebec, and the *Gazette* and *Courant* in Montreal.



Built in 1867, demolished in 1898.

CHAPTER III

STEAMER "ROYAL WILLIAM"

History of Her Construction and Career—Early Navigation Between Quebec and Montreal—"Accommodation" and "Swiftsure"—Allan Line and Richelieu Co.—Loss of the Steamer "Bahama"

THE year 1831 was a memorable one in the history of Quebec, opening as it did a new era in shipbuilding, due to the energy, perseverance and capital of our former citizens. It marked the construction and launching of the first vessel to cross the Atlantic under her own steam. The event at the time was of great significance, as it so well deserved. It was the turning point of sail vs. steam, marking as it did a complete departure in the order of things in the maritime world. It finally closed the career of the sailing ships, for so long the pride of the ocean and on which, not only man, but the commerce of all nations was carried for centuries, while the fate of many countries was sealed by the desperate engagements in battle won or lost from the decks of the old wooden frigates.

As so little is known by the present generation of the steamer "Royal William", an article covering her construction, launching and career in Canada, as well as in the old world, should be apropos.

The career of the "Royal William", as a record maker, is well worth summing up:—

Was the first vessel that ever crossed an ocean under steam alone;

Was the first steamer built to foster intercolonial trade in Canada ;

Was the first Canadian steamer specially designed for work at sea ;

Was the first sea-going steamer to enter a port in the United States under the British flag ;

Was the first steam transport in Portugal ;

Was the first steam man-of-war in Spain ;

Was the first naval steamer that ever fired a shot in action.

The "Royal William", however, was not the first steamer that ever put out to sea, for the United States steamer "Phoenix" made a short coasting trip from Hoboken to Philadelphia in 1809. She was not the first steamer in Canadian salt water, for the "St. John" crossed the Bay of Fundy in 1826. And she was not the first vessel with a steam engine that crossed an ocean, for the American steamer "Savannah" crossed from Savannah to Liverpool in 1819. The "Phoenix" and "St. John" call for no explanation. The "Savannah" does, especially in view of the claims so freely made and allowed for her as being the first steamer to cross an ocean. To begin with, she was not a regular seagoing steamer, with auxiliary sails, like the "Royal William", but a so-called clipper built, full rigged ship of 300 tons, with a small auxiliary engine, and paddle wheels made to be let down her sides when the wind failed. She did not even steam against head wind, but tacked. She took a month to make Liverpool, and she used steam for only eighty hours altogether. She could not, indeed, have done much more, because she only carried seventy-five tons of coal and twenty-five cords of wood, and she made port with plenty of fuel left. Her original log, (the official record every vessel keeps), amply proves the whole case.

The claims of the "Royal William" are proved by statements of her master, John McDougall; her builder, James Goudie, and John Henry, the Quebec founder, who made some castings for her engines the year after they had been put into her in Montreal.

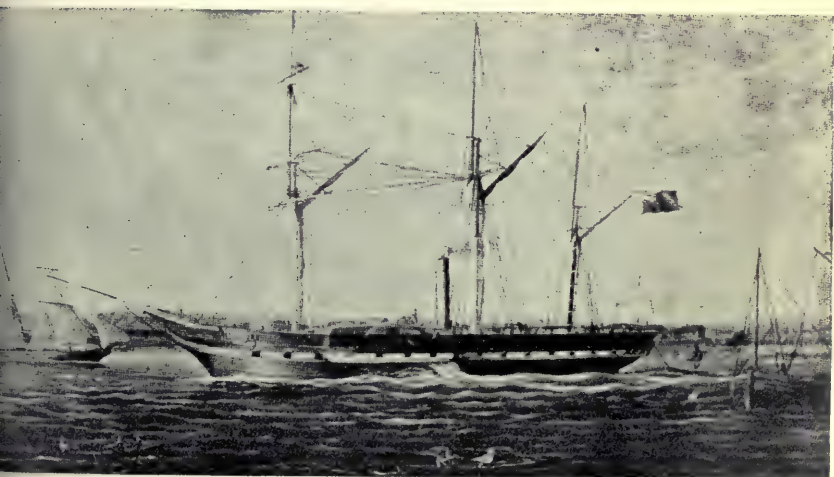
Captain McDougall was a seaman of indomitable perseverance, as his famous voyage to England shows. Goudie, only twenty-one, was a most capable naval architect, born in Canada and taught his profession in Scotland. His father was a naval architect before him, and had built several British vessels on the Great Lakes for service against the Americans during the war of 1812. Both Goudie and Henry lived to retell their tale in 1891, when the Canadian Government put up a tablet to commemorate the pioneering work the "Royal William" had done for the intercolonial and interimperial connection.

The first stimulus to move the promoters of the "Royal William" was the subsidy of \$12,000 offered by the Government of Lower Canada, in 1830, to the owners of any steamer over five hundred tons that would ply between Quebec and Halifax. Half this amount had been offered in 1825, but the inducement was not then sufficient. The Quebec and Halifax Navigation Company was formed by the leading merchants of Quebec and a few Haligonians. The latter included the three Cunard brothers, whose family name has been a household word in transatlantic shipping circles from that day to this.

Among the shareholders at the date of the incorporation of the company, March 31, 1831, were the following:—John Forsyth, John Sexton Campbell, Charles E. Holt, T. Gibb. Alexander Simpson, Archibald Campbell, William Lampson, Henry Lemesurier, William Henderson, John Douglass, M.



How the Harbor and City Looked Years Ago.



The Steamer "Royal William"

Little, Allison Davie, W. Budden, John Caldwell, James Hamilton, H. Dubord, R. Dalkin, Matthew Bell, James Clearihue, Charles F. Aylwin, Peter Paterson, John Racey, Dominic Daly, C. W. Grant, G. Russell, G. Anderson, William Price, Samuel Neilson, F. Primrose, John Munn, Thomas Tucker, John Miller, S. Mitchell, George Black, William Carter, P. McGill, W. Black, P. Anderson.

On September 2, 1830, Goudie laid the keel of the "Royal William" in the yard belonging to George Black, a shipbuilder, and his partner, John Sexton Campbell, formerly an officer in the 99th Foot, and at this time a merchant and shipowner in Quebec. The shipyard was situated at Cape Cove, directly in line with the spot at which Wolfe breathed his last after the battle of the Plains.

The "Royal William's" builder, who learned his profession in Watt's birthplace, lived so long after this first great success that he was personally known to many Quebecers who are still in the prime of life.

The launch of the steamer took place on Friday afternoon, April 29, 1831. The mayor of Quebec proclaimed a public holiday, which brought out a large concourse of shipwrights and other shipping experts, for at that time more than half the men in Quebec were engaged in ship building, and nearly all the rest in doing business with them. Lord Aylmer was present as Governor-General, to represent King William IV, after whom the steamer was to be named the "Royal William" by Lady Aylmer. This was most appropriate, as the sailor king had been the first member of any royal house to set foot on Canadian soil, which he did at Quebec in 1787. The guard and band of the 32nd Foot were drawn up near the slip. Lady Aylmer took the bottle of wine

and throwing it against the bows, pronounced the historic formula: "God bless the "Royal William" and all who sail in her". Then, amid the crash of arms and music, the roaring of artillery from the Citadel, and the enthusiastic cheers of all the people, the stately vessel took the water.

Her engines, which developed more than 200 horse-power, were made by Bennett and Henderson, in Montreal. Her hull was that of a regular sea-going steamer, thoroughly fit to go on a foreign voyage, and not the hull of an ordinary sailing ship, like the "Savannah", with paddles hung over the sides in a calm.

Goudie's master, Simons, of Greenock, had built four steamers to cross the Irish sea, and Goudie probably followed his master's practice when he gave the "Royal William" two deep "scoops" to receive the paddle boxes nearer the bow than the stern. The tonnage by builder's measurements was 1,370, though by net capacity of burden only 363.

The length over all was 176 feet, on the keel 146. Including the paddle boxes, the breadth was 44 feet, and as each box was eight feet broad, there were twenty-eight feet clear between them. The depth of hold was 17 feet 9 inches; the draught 14. The rig was that of a three-masted topsail schooner. There were fifty passenger berths and a good saloon.

The three trips between Quebec and Halifax in 1831 were most successful. But 1832 was the year of the great cholera, especially in Quebec, and the "Royal William" was so harrassed by quarantine regulations that she had to be laid up. The losses of that disastrous season decided her owners to sell out the next spring for less than a third of her original cost, her purchasers being Messrs James A. Forsyth, Jeremiah Leaycraft, Henry Lemesur-

ier, Matthew Bell, Noah Freer and Henry John Caldwell.

She was then degraded for a time into a local tug or sometimes an excursion boat. Later she was sent down to Boston, where the band at Fort Independence played her in to the tune of "God Save the King", because she was the first of all steamers to enter a seaport of the United States under the Union Jack.

Ill luck pursued her new owners, who, on her return to Quebec, decided to send her to England for sale. She left Quebec on the 5th of August, 1833, coaled at Pictou, and took her departure from there on the 18th, with the following clearance: "Royal William", 363 tons, 36 men, John McDougall, master. Bound to London. British. Cargo: 254 chaldrons of coal, (nearly 300 tons), a box of stuffed birds and six spars, produce of this province. One box and one trunk, household furniture and a harp. All British, and seven passengers". The fare was fixed at twenty pounds "not including wines".

The voyage soon became eventful. Nearly 300 tons of coal was a heavy concentrated cargo for the fierce storm she encountered on the Grand Banks of Newfoundland. She strained, her starboard engine was disabled, she began to leak, and the engineer came up to tell Captain McDougall that she was sinking. But McDougall held his course, started the pumps, and kept her under way with the port engine for a week. The whole passage from Pictou, counting the time she was detained at Cowes repairing boilers, took twenty-five days. But either the port or starboard engine, or both, worked her the whole way over, and thus forever established her claim to priority in transatlantic navigation under steam alone.

In London, she was sold for ten thousand pounds, just twice what she had realized at sheriff's sale at Quebec, some months before. She was at once chartered, crew and all, by the Portuguese government, who declined to buy her for conversion into a man-of-war. In 1834, however, she did become a man-of-war, this time under the Spanish flag, though flying the broad pennant of Commodore Henry, who was then commanding the British auxiliary steam squadron against the Carlists in the north of Spain.

Two years later, on May 5, 1836, under her Spanish name of "Isabella Segunda", she made another unique record. As the British Legion, under Sir de Lacy Evans, was attacked by the Carlists in the Bay of St. Sebastien, she stood in towards the Carlists' flank and thereupon fired the first shot that any steam man-of-war had ever fired in action.

She continued in the Spanish service till 1840, when she was sent to Bordeaux for repairs. The Spaniards had allowed her to run down very badly after her British-Canadian crew had left her. So the French bought her for a hulk and left her where she was. But the Spaniards took her engines out and put them into a new "Isabella Segunda", which was wrecked in a storm on the Algerian coast in 1860.

James Goudie went to Chicago in 1866, where he built several small vessels for the lumber trade on Lake Michigan, and died in 1893, at the age of 83 years. He was an uncle of Mr. J. G. Goudie, of this city. The latter's grandfather, John Goudie, as well as his father, were also at one time connected with the shipbuilding trade here.

The "Accommodation", the first steamer in

Canada, was launched at Montreal, in 1809, and was built for John Molson. She was 85 feet over all, and 16 feet beam. Her engine was six horse-power, and she was launched broadside on, behind the old Molson brewery in Montreal. She was fitted up for twenty passengers, but only ten went on her maiden trip. The fare was \$8 down to Quebec and \$10 back. The following is from the *Quebec Gazette*, of November 9th, 1809: "The steamboat which was built in Montreal last winter, arrived here on Saturday last, being her first trip. She was sixty-six hours on the passage, of which she was at anchor thirty, so that thirty-six hours is the time which in her present state she takes to come from Montreal to Quebec. On Sunday last, she went up against wind and tide from Bréhaut's wharf to Lymburner's, but her progress was very slow. It is obvious that her machinery, at present, has not sufficient force for this river. But there can be no doubt of the possibility of perfecting it so as to answer every purpose for which she was intended, and it would be a public loss should the proprietors be discouraged from persevering in their undertaking."

As it was found that ox teams were required to tow her up St. Mary's current, below Montreal, Mr. Molson ordered an engine of 30 horse-power, and put it into the "Swiftsure" in 1811. This steamer was twice the size of the "Accommodation". She was 140 feet in length and 24 feet beam, with cabin space for forty-five and steerage room for 150 persons.

The *Quebec Gazette* had the following to say about her:—"The steamboat arrived here from Montreal on Sunday. She started from Montreal at five o'clock on Saturday morning, and anchored at Three Rivers, which she left on Sunday morning

at five o'clock, and arrived at the King's wharf, Quebec, at half-past two, being only twenty-four hours and a half under way between the two cities, with a strong head wind all the way. She is most superbly fitted up, and offers accommodation for passengers in every respect equal to the best hotel in Canada. In short, for celerity and security, she well deserves the name of "Swiftsure". America cannot boast of a more useful and expensive undertaking by one individual, than this of Mr. Molson's. His Excellency, the Governor-in-Chief, set out for Montreal on Tuesday afternoon in the steamboat."

She was used as a transport for troops during the war of 1812. On one passage to Quebec, on the 4th of March, 1813, she had twenty-eight passengers besides a sergeant with six privates of the Royals, who had a number of American prisoners of war as well as several deserters in charge.

The steamer "Malshane", also built by Mr. Molson, at Montreal, arrived in port on the opening of navigation in 1816, and was speedily followed by an opposition steamer built by an association of merchants in Montreal and named "The Car of Commerce". This shows that at a very early period the opposition idea in trade was very strong.

The steamer "Caledonia" was running between Quebec and Montreal in 1818. On one occasion she took three days to make the trip to the sister city.

The first ocean steamer making a continuous voyage between Liverpool and Quebec, westward bound, was the SS. "Genova", Capt. Paton, which arrived here May 9, 1853. She made the trip in twenty days and on her arrival received a salute and returned it. She was built of iron, a little over eight hundred tons and equipped with sails. After landing some passengers and mail matter, as well as

freight and taking on coal, she left for Montreal on the morning of the 10th May.

The first steamer of the Allan line to reach Quebec was the "Canadian", which arrived on her maiden trip in 1854, and in 1858, the Allans contracted with the Government for a weekly mail service, since which time, they have been adding to their fleet and now own some of the finest steamers crossing the Atlantic.

As early as 1847, there were two lines of steamers making the passage between Quebec and Montreal, the Royal Mail and People's Line, and the Montreal and Quebec Steamboat Company steamers. The boats of the former line were the "Quebec", "John Munn", "Rowland Hill", "Alliance", and "Princess", while those of the latter were the "Montreal", "Queen", "St. George" and "Canada".

The Richelieu Steamboat Company, later known as the Richelieu and Ontario Navigation Company, was founded in 1845. It began by running market boats between Sorel and Montreal. The Company started to run mail steamers between Quebec and Montreal in 1854.

In 1867 there was a steamer running from Montreal in opposition to this Company's boats, by which passengers secured a state room as well as a meal for \$1, while the steerage rate was twenty-five cents.

In 1874, the Richelieu Company was forced to reduce the rate as a result of more opposition, when the fare was placed at \$1 for cabin passengers, including berth and meal, and the steerage was twenty-five cents.

It was a novel sight sometimes to see the boats, almost abreast, racing up the river to get a favorite position, and to reach their ports of call and destination first.

With the extra consumption of coal and cheap rates there was little money in the venture, but rather a loss, and the opposition did not last for any prolonged period.

On April 6th, 1848, the first boat reached Quebec from Montreal and it was the earliest opening of inland navigation for years, while the latest closing of navigation from 1854 to 1875, was December 14th, 1858.

The loss of the Gulf Ports Steamship Company's Steamer "Bahama", on the 10th February, 1882, between Porto Rico and New York, caused a sensation when the news was flashed to the city that a number of Quebecers on board had been lost. No less than ten families were plunged into mourning, as a result of the disaster. The ill-fated steamer, which was of iron and built to run the blockade during the American war, had undergone a thorough overhauling in Lampson's Cove before sailing in the fall of the year, while the crew were shipped from this port and were nearly all Quebecers.

The "Bahama", in command of Captain Astwood, left Porto Rico with a crew of thirty all told, and four passengers, besides a cargo of molasses, coffee, sugar and rum. All went well for a few days, when a furious storm suddenly broke out of a clear sky while in the Gulf stream, and the heavy seas caused the vessel's cargo to shift. When it was discovered that there was no hope of saving the steamer, just before she foundered on the 10th February, it was decided to desert her, and take to the boats.

The second mate's life-boat, a frail metallic one, was launched with thirteen men all huddled together. It managed to weather the storm, but was full of water, however, nearly all the time. The cap-

tain's boat, with more of the crew, was swamped alongside the ship, and all lost in the angry seas, it being beyond human power to save any of them, so fierce was the storm.

The mate's boat contained no less than eight Quebecers, among them Hubert Trumble, Frank Molloy and six French-Canadians. Mr. Trumble is still alive to tell the tale, but Molloy has been dead for some time.

They were picked up after being tossed about for twelve hours, by the Allan clipper ship "Glenmoray", on a voyage from Calcutta to New York, and the rescued ones safely landed at the latter port little the worse for their experience.

Several of those lost were washed overboard before the ship foundered, including two passengers, with John Sutton, the purser, and Thomas George, a sailor, as they declined to take to the boats.

One man named Napoléon Mathurin, a strong youth from St. Thomas, Montmagny, was among those who remained on the steamer and went down with her, but on rising to the surface of the water managed to grasp a piece of floating wreckage, to which he clung for no less than six days and six nights. During that time he endured awful sufferings from hunger and thirst, his only food being two small biscuits, and the little rain water he managed to save in his oilskin that quenched his thirst. He was almost ready to give up his brave fight for life when his signals of distress were noticed on the 17th of February, and he was rescued by the crew of the fruit laden schooner "Pearl", on a voyage from Trinidad to Brooklyn.

Vessels passed quite close to him almost daily, but the crews failed to notice his signals or hear his cries of distress. On one occasion, the third day after the foundering of the "Bahama", Mathurin

noticed a vessel bearing down towards him and he was convinced that he had been seen. But fate was against him, as the craft passed on. He was discouraged, and gave up all hope. But his strength revived soon after, and he determined to hold out as long as possible. It was the wife of the captain of the "Pearl" that first noticed his signal in latitude 32, longitude 73 west. When rescued he was unable to rise. In a few days time, however, with the best of care, he was well enough to write a letter to his parents. He arrived in Quebec on the 1st March, hardly any the worse of his thrilling experience.

The following Quebecers were among the lost :— John Sutton (purser), William Bryant, Charles Smith, George Bicker, Thomas George, John Chap- ples, Félix Dubé, Patrick McCarthy, Robert Fos- ter (chief engineer), the latter's son George, and his son-in-law, named Peter Heighton. One Que- becer, who is a well-known business man to-day, was on the point of shipping before the steamer left port, and ever since has been congratulating himself that something turned up to prevent him leaving at the time.



CHAPTER IV

QUEBEC IN THE PAST CENTURY

Conditions in the City and Suburbs—Changes in the Lower Town—Convent and School at the Foot of Mountain Hill—Ferry Boats Between Quebec and Levis—Shipyards at the Palais—City Markets of Long Ago and Prices of Provisions—Intendant's Palace—Streets Paved with Wood—How Farmers Evaded the Payment of Tolls

FEW people in Quebec, even half a century ago, had the faintest conception that the city would spread out to such an extent as it has. One can remember when the limits of the town practically ended at the old toll-gates, which were much nearer town than at present. Maple Avenue was unknown then. In fact, all the district now composing Belvidere ward was nothing more than pasture land, and owners of building lots in that district, years ago, were begging for purchasers at twenty-five dollars each.

The suburbs of Hedleyville, (now known as Limoilou), Stadacona, etc., were more like poor straggling country hamlets, with wooden shacks, scarcely any sidewalks and streets only in name. As an illustration, in order to reach Stadacona village, to avoid going via Scott's bridge, it was incumbent to make a tour by the Charlesbourg road and "Ringfield", as there was no bridge spanning the St. Charles river, nothing but a flat-bottomed boat to be rowed across in. Stadacona, in the long ago, was known as Smithville.

In the city proper real estate was of little value, while many of the stores, even on the leading thoroughfares, were mere apologies for such.

Some seventy-five or eighty years ago, when it was a question of taking a trip, on foot at least, to the General Hospital, it was an occasion for a picnic. It meant leaving home in the morning and returning in the afternoon. There was no macadamized street leading to the hospital, nothing but a beaten path for horses and foot passengers, and it was necessary en route to cross a large swamp. The locality was nothing more or less than a grazing ground and known as "La Vacherie". The General Hospital is one of the most ancient and historic institutions in Quebec, where the wounded French and English soldiers of 1759 and those of Montgomery and Arnold in 1775 were tenderly succored by the devoted nuns in charge. In the vicinity of the Hospital, on the Boulevard Langelier, a windmill bearing the date 1710, still stands.

St. Joseph and Desfossès streets, in St. Roch's, the former twenty-five feet wide, ran as far as where Crown street intersects them, but the latter thoroughfare was only built on the east side. Indeed, there were few streets or houses west of St. Roch's church in 1840.

Kite flying in the open space in the direction of St. Sauveur was in order years ago, as that district was unthought of then. St. Valier street was the only way by which to reach the outlying country district. It was built on the south side, with the houses scattered so far apart from the foot of Côte d'Abraham as to resemble a rural locality. There were several tanneries on the street, a store or two and some small private houses. The "Blue" house, located on the north side of St. Valier street, some distance further out than where the Sacred Heart

Hospital now stands, was the most popular resort for Quebecers at one time, for snowshoeing, driving, dancing and card parties, just as the Kent House is to-day. During the invasion of 1775, Generals Montgomery and Arnold had their headquarters near this well-known hostelry and partook of meals there. Many of our older inhabitants remember full well "La Maison Blue," as it was called for years.

Desfossès street was the main thoroughfare of St. Roch's, where the principal stores were located and nearly all the business in that part of the city transacted.

In the upper wards, St. John street, without the gate, which was widened after the great fire of 1845, did not extend the distance it does to-day by any means, while the Martello towers were practically in the country at the time of their construction. On Grande Allée there were but five or six houses of ancient date on the south side, occupied for the most part by high military officers, and where the Lampson family lived for many years, although there were quite a number of stately homes on the north side of the street as well. The Lampson residence was built about 1829 and is the last one remaining of the old-timers on that side of the street.

Although founded years previously and those interested in the institutions carried on their charitable work in other parts of the city, the Ladies' Protestant Home has been located on Grande Allée (formerly known as St. Louis street), since 1855, the St. Bridget's Home since 1858, and the Church of England Female Orphan Asylum since 1873.

The first institution, at one time known as the Quebec Ladies' Protestant Relief Society, was incorporated in 1859, the following ladies having been

connected with the society at that time:—Eliza Stewart, Caroline Newton, Mary Ann Bankier, Harriet Newton, Margaret Newton, Louisa Stewart, Ann Sheppard, Jane White, Caroline Gilmour, Mary Chaderton, Sarah Walker Veasey, Myerka Austin, Laurita Sewell, Henrietta Blatherwick, Mary Powis, Mary Richardson, Francis Tremain, Gertrude Sewell, Sophy Griffin, Jane Durnford, Matilda Ward, Elizabeth Drum and Jessy Cradock.

While incorporated in 1860 as the St. Bridget's Asylum Association, Father McGauran, a former parish priest of St. Patrick's church, provided a home for children and for the aged and infirm some years previous in a building on McMahon street. It soon became overcrowded, and ground with a building was purchased on Grande Allée. Later the present spacious home was erected. Among those seeking incorporation for the asylum in 1860 were the following:—H. O'Connor, T. J. Murphy, M. O'Leary, John Lane, Jr., J. Baxter, P. Shee, W. Quinn, J. C. Nolan, Jas. Murphy, J. Flanagan, J. Thomas, J. Teaffe, T. M. Quigley, Hon. C. Alleyn, M. Kelly, T. McGreevy, W. Kerwin, M. A. Hearn, R. H. McGreevy, M. F. Walsh, G. Smith, J. O'Leary, Sergeant Walsh, R. W. Behan, G. W. Colfer, D. Carey, M. Enright, J. Archer, G. Neilan, J. M. Jordan, M. Connolly, J. Kindelan, T. Malone, P. Hanning, P. Teaffe, J. Sharples, J. P. O'Meara, W. Nolan, D. O'Sullivan, W. Hannon, L. Stafford, J. Reid, R. Alleyn, etc., etc.

The building occupied by the Church of England Female Orphan Asylum (opposite the old athletic grounds), was erected in 1862, on ground formerly known as the "Commandant's Garden", and was called the Canada Military Asylum. Here the widows and orphans of soldiers were provided with a

home. The corner stone was laid on the 2nd June, 1862, by Major-General Lord Frederick Paulet, C.B., commandant of the garrison, and president of the asylum. The Lord Bishop of Quebec, Right Rev. Dr. Mountain, assisted at the ceremony, together with Rev. George Housman and Rev. Armine Mountain. Mr. Joseph Archer was the contractor. The Female Orphan Asylum had its origin in 1829 in the private benevolence of twelve ladies of Quebec, who undertook to provide for the support and training, as domestic servants, of twelve orphan girls. For the first eleven years the institution was wholly maintained out of the proceeds of a series of annual bazaars, to one of which Her late Majesty Queen Adelaide, contributed several articles for sale. The proceeds of the first bazaar, held in the ball room of the Governor's residence in the Castle St. Louis, amounted to \$2,240. The following ladies were the founders of the institution:—Mrs. Cochrane, Mrs. Davies, Mrs. Walker, Mrs. Elliott, Mrs. Freer, Miss Gore, Mrs. Mills, Mrs. Montizambert, Mrs. Mountain, Mrs. Pemberton, Mrs. Edmund Sewell and Miss Stewart.

In this vicinity industrial and agricultural exhibitions were held many years ago. It might be of interest to note that the Quebec Agricultural Society was founded in the year 1789 at the Castle St. Louis with Hon. Hugh Finlay, Deputy Postmaster-General, as Secretary. Among the founders were Hon. Messrs. Thos. Dunn, Ed. Harrison, John Collins, Adam Mabane, J. G. C. de Lery, Geo. Pownall, Henry Caldwell, William Grant, François Baby, Sam. Holland, Geo. Davidson, Chas. de Lanaudière, and Messrs. T. Monk, G. E. Taschereau, P. Stewart, M. Fraser, W. Lindsay, John Renaud, John Young, M. Lymburner, John Blackwood, A. Panet, P. L. Panet, M. O. Aylwin, H. Motz, J.

Williams, T. A. Coffin, J. Duchesnay, P. Panet, John Craigie, B. D'Artigny, G. Allsopp, R. Lester, A. Davidson, L. de Salaberry, J. Aimé Perreault, F. Dambourges, K. Chandler, etc., etc.

The Quebec Observatory, situated on what was once known as the Bonner farm, overlooking the St. Lawrence, dates from 1874. Previous to that year, from about 1856, there was a small observatory building on the Citadel with a time-ball for the benefit of ship captains, by the aid of which they corrected their chronometers.

Mr. F. X. Berlinguet, the well-known architect, who has passed his eighty-third birthday, has occupied his present dwelling on St. John street for over fifty-seven years, while the conspicuous statue of Jacques-Cartier, which surmounts the building, the only statue of its kind in the Dominion, was carved under his directions from a model made by himself and has defied the elements for over half a century.

The National School (now Loyola Hall) on d'Auteuil street, or Esplanade hill, is one of the old buildings of the Upper Town, having been built in 1823, and from which thousands of boys, from the earliest days of the existence of the school, have gone forth to make their mark in the world. Here the boys and girls of the army, as well as deaf mutes and orphans, were educated at one time.

The Jesuits' church, on the corner of Dauphine and d'Auteuil streets, was built in 1817, while the residence of the Jesuit Fathers, adjoining the church, dates from 1856.

The large dwelling on St. Louis street, next to the Garrison Club, was built in 1804 and was occupied by Chief Justice Sewell until his death in 1839, since which time it has served the purpose of a military post office, Government offices, and finally as quarters for officers of the permanent military force.

The old City Hall, on the corner of Ste. Ursule and St. Louis streets, was built and occupied for many years by Hon. Judge Dunn before being purchased by the city for municipal purposes.

The St. Louis Hotel was built in 1852, on ground previously occupied by two three-story houses, one of them known as Sword's Hotel.

The corner stone of the Masonic Hall, on the opposite side of the street, was laid with imposing Masonic ceremony at 3 p.m. on Tuesday, August 6, 1861, followed in the evening by a banquet at Russell's Hotel. Colonel J. F. Turnbull, who acted as Grand Director of Ceremonies on the occasion, is the last survivor in Quebec of the hundreds of members of the order who took part in the proceedings. Freemasonry dates from a very early period in Quebec, as the local brethren celebrated St. John's Day in the year 1764.

Previous to the erection of this building a store and private dwelling occupied the site. Mr. Wright was the last tenant of the store, where he carried on the business of saddler. The Montcalm House, across the way, is one of the landmarks of the French régime.

The Haymarket Theatre was located opposite the English Cathedral close, on Garden street, in the first quarter of the past century and for years later. On the demolition of the theatre the present structure was built as a printing office, but when the Government was removed to Ottawa it was abandoned as such and became the property of the Russells. For some years afterward it was known as the Russell House, and finally the Clarendon Hotel. There was a Jewish synagogue on Garden street at one time.

The old court house, built in 1804, occupied the site of the present one. Many of the buildings on

St. John, St. Louis, Ste. Anne, Ste. Angele, Ste. Ursule, and Buade streets, as well as on the Battery, date from an early period in the past century and before that time, notably the Kent House, on St. Louis street, where King George's great grandfather resided. One house on Ste. Angèle street, near Dauphine, has the figures 1813 over the main door. Mr. de Gaspé, the historian, resided there. In fact, a story might be written of many of Quebec's ancient dwellings.

Fabrique street, at one time, ran through to where the present Archbishop's Palace (built in 1844) is situated. Previous to the erection of the palace, when the head of the Roman Catholic church in this city occupied apartments in the Seminary, there were several very old-fashioned dwellings, with high pitched roofs, located there for generations, and the street was known as the rue du Parloir. Such well known families as the Perthiers, Roberges, Marins, Taschereaus, Babys, de Gaspés, Buchanans, Whites, Hawkins', Stayners, Harkness', Andrews and Finlays, lived in these houses from time to time for many years, while the general post office was located in one of them in 1841.

Buade street, which derives its name from a former French Governor, Louis de Buade, Comte de Frontenac, was much narrower formerly than it is to-day, and the present roadway is built for a distance over what was a cemetery adjoining the Basilica. This church was consecrated in 1666 by Bishop de Laval and enlarged on several occasions since.

The greater number of houses in the Lower Town in the early days were in the vicinity of the Notre-Dame square, known as "La Place" and used as a market—opposite the ancient church of Notre-Dame des Victoires—where the buildings were

thickly clustered. Sous-le-Fort and Sault au Matelot streets were also important business thoroughfares from the earliest period, while a number of merchants and tradespeople were located on Little Champlain street as well.

This portion of the city has undergone considerable changes within the past century. The building at the foot of Mountain Hill, known as the Neptune Inn, built about 1809, was originally called after that name and was a popular resort for merchants and ship captains.

Buildings at one time lined the rock side of Mountain Hill, where the *Quebec Gazette* was located, but they were demolished when that thoroughfare was widened in the fifties.

There were none of the present day skyscrapers in the Lower Town years ago. Indeed Peter street, which at one time terminated at Sous-le-Fort street, was only secondary in importance to Sault au Matelot, and the yards of this thoroughfare in many instances went through to St. Peter street. St. Antoine, where it runs between the two former streets, was earlier only a very narrow lane, while DuPorche street, joining Notre-Dame with St. Peter, was of some importance in the olden days, however, and much frequented.

Many of the wharves, as well as warehouses in the Lower Town, have been built on water lots since 1830, at which time the King's wharf, situated where it is to-day, was about the only deep water one on the river front.

At this date in the history of the city the water flowed up to nearly the doors of the old London Coffee House. When people desired to reach boats moored in the pond known as the Cul-de-Sac, the short steps that lead from Little Champlain street, situated, even to-day, between two ancient houses

there, was one of the routes usually taken. Here market boats and other craft were moored and when the tide was low they were high and dry. Formerly vessels wintered in this locality.

The Napoleon wharf, now Chouinard's, where the Montreal boats found moorage at one time, situated at the foot of Sous-le-Fort street, was reached through an arched building, known as the St. Lawrence Hotel.

Where the McCall & Shehyn block now stands, on the corner of St. Peter street and Mountain Hill, there was, as late as 1842, a building used as a convent and school in charge of the nuns of the Congregation, who removed to St. Roch's. It is not many years since that there were no such thoroughfares in this district as Dalhousie or St. Andrew streets, St. Peter and St. Paul being the last practically before reaching the river front. The intervening space was occupied with yards, wharfage accommodation or ponds, in which ships, schooners and other sailing or steam craft were moored to discharge cargoes of molasses, coal, wood and general merchandise.

The ground occupied by the Montreal Bank building on St. Paul street was formerly a pond in which vessels were loaded and unloaded, and on one occasion the bowsprit of a sailing craft projected so far out into St. Peter street as to interfere with vehicular traffic.

Banks and insurance offices were few and far between in the olden days, while many other concerns that are established in the Lower Town to-day were unknown to our forefathers. The Quebec Exchange was founded in 1817, when it was located in a house on St. Peter street. Later it was removed to a room in the new building at the time of the Quebec Fire Assurance Co. (organized in 1818) on

the same street. The Quebec Bank occupied the lower story of this structure, the Quebec Fire office being on the same flat.

The Trinity House, established in 1803, was also located on St. Peter street, and the Custom House, built in 1833, occupied the building now used by the Marine Department on Champlain street, adjoining the King's stores, built in 1821. As early as 1815 the Custom House was on McCallum's wharf.

The arrival or departure of the English mail was quite an event and mailing day, which was usually Saturday, was always a busy one in the mercantile houses. The goose quill did the work of the pen for the most part in those days of the past century, when the latter was used but little and typewriters not even thought of.

Trade auction sales were held from time to time in the olden days, when groceries, etc., went to the hammer by wholesale to the retail merchants, who were not troubled then by the energetic travellers known to-day as "drummers".

Clerks in wholesale houses years ago received very little salary besides their bed and board and it was a question of working for a mere pittance and living over the warehouses or stores.

The ship captains, when in port, congregated daily in groups, in the offices of the lumber merchants, in the ship chandlery stores or taverns, and these places were the headquarters for business as well as gossip.

The local merchants as well as their clerks, in the olden days, devoted the most of their time to social engagements from the closing of navigation in the fall to the opening in the spring, and the latter especially made things lively around town.

There were a large number of ship chandlery stores at one time on Peter and other streets in this

district, where everything from a needle to an anchor almost was sold, while many lumber, wine and grocery merchants had their offices and warehouses on this, Sault au Matelot, St. James, St. Antoine and adjoining streets.

The cooperage business was a very important industry fifty or sixty years ago, while sail-making, which is now almost a lost art, was also flourishing in the days gone by. There are but two firms in evidence to-day, Messrs. Alex. Petrie and J. Alleyn.

The London Coffee House, situated nearly opposite the old Champlain market, the building still standing, was a popular resort for the Ottawa lumbermen and ship captains. It was, in fact, the best known hostelry in that district.

One of Quebec's oldest and best known citizens tells a good story which is worth relating here, When he was engaged with a large firm in the Lower Town, shortly after his arrival in Canada, he slept over the store with his fellow clerks, and while they had little or nothing to do all winter, made up for lost time from the opening of navigation until its close, by working day and night. On one occasion, when the inventory was being taken, by a clerk sent out from England for the purpose, it was discovered that a cheese was missing. The stranger reported the incident to the home office, and the fact that it had been eaten by the rats. The following year, instead of a cheese, it was an anchor that was missing. The party who was in charge of the inventory this time, and who, it would appear, knew very little or anything of anchors, looked over the written pages of the former clerk, and noting the fate of the cheese, solved the problem by reporting that the anchor had also been eaten by the rats. Needless to say, by the return mail, a lengthy re-

port was received from headquarters warning the staff against allowing any more anchors to disappear as a result of a rat raid.

Many of the leading merchants, carrying on business in the Lower Town, within the early period of the last century, had their comfortable homes in this district as well. Among the number might be mentioned the late William Price, the "Lumber King of the Saguenay". On a lofty hill, close to the town of Chicoutimi, a stone shaft stands on which is engraved:—"In memoriam. William Price died in Quebec, 14th March, 1867, aged 78 years. Le Père du Saguenay". It also records the memory of his son, Mr. W. E. Price, who died in 1880. One of the finest buildings at one time was situated at the foot of Dambourges Hill and was occupied by a gentleman named Buteau. He had the reputation of having a bath cut out of a solid stone. Other well known residents of the Lower Town years ago were the Woolseys, Raceys, Wurteles, Macphersons, Myers, Scotts, Gunns, Chillas, Hunts, Postons, Bradshaws, Thompsons, Muckles, Gortleys, Beaudets, Glackmeyers, Burns', etc. In fact many of the elite of the city resided there, but on the outbreak of the Asiatic cholera in 1832 the majority of the families deserted the district for the Cape and Ste. Foye and St. Louis roads.

St. Paul street dates from the early period of the last century and at one time in the history of Quebec, connection between St. Peter and Sault au Matelot streets with St. Charles (now Valier) street and the suburb of St. Roch's, was via Sous-le-Cap street, said to be the narrowest thoroughfare in America, Dambourges Hill and La Canoterie (translated Canoe Landing). Previous to the great fire of 1845 there were many houses on the rock side from near the head of this latter street, as well as

on St. Charles and St. Valier streets, to the foot of Glacis streets. After the fire this strip of land was purchased by the Government.

Bath street, which connects St. Valier and St. Paul, derives its name, doubtless, from the fact that at the foot of this thoroughfare at one time there was a bath house and it was a favorite bathing ground, largely patronized by the younger generation of the day. At the head of Ramsay street, where the Ste. Anne railway depot is now located, there was a stone breakwater. A shipyard, owned by Messrs. Nicholson & Russell, occupied the remainder of this ground. The small park, presently bounded by St. Paul, Desfossès and St. Roch streets, in the recollection of our oldest inhabitants (among them Mr. John Glass) was also used as a shipyard, where among other vessels, the brigantine "Jacques-Cartier" was built. During the season of high tides the water flowed as far up as the fence of the Government wood-yard. Henderson street dates from the commencement of the past century, called after a gentleman named William Henderson, at one time a well known resident, who owned the ground. He was the organizer and first secretary of the Quebec Fire Assurance Co. in 1818 and lived to be 101 years, passing away in Frampton, Dorchester County, in 1886. Mr. Henderson was the grandfather of Mr. Gilbert H. Henderson, and a close connection of Mr. W. H. Henderson, both of this city. The Place d'Orleans, near the old gas works, is a very ancient locality.

As early as 1817 a vessel of 310 tons, propelled by steam, was built on the banks of the St. Charles by Mr. John Goudie. She was called the "Lauzon" and for some years made hourly trips during the summer season between Quebec and Levis. She was the first ferry steamer. The time occupied in



1. Bishop's Palace in Frontenac Park.
2. Corner of Cap Rouge.
3. A Modern Caleche.
4. Intendant's Palace on Valier Street.
5. View of the Grand Battery.
6. Looking up Fabrique Street.
7. London Coffee House in the Cul-de-Sac.
8. Quebec Tandem Club Drive.

crossing was from ten to fifteen minutes and the price for the passage was six pence per head with a regular tariff for merchandise. The steamer ran from 5 a.m. to 9 p.m. daily and ten minutes before each trip a bugle or horn was sounded to give travellers warning that the boat was soon to leave. The venture was considered a great novelty and many Quebecers took advantage of the boat to make their first visit to Levis. Captain Lecours alias Barras was in command, and he was obliged to shout out all his orders to the English-speaking engineer, as bells or telephone calls were out of the question then, and such commands as "stop her, Joe", "reverse her, Joe", "start her, Joe" and "another stroke, Joe" were quite frequently given. On the 21st August, 1820, the steamer collided with a canoe loaded with nineteen passengers, and nine of the latter were drowned, three English-speaking persons among the number. Six of the bodies were later recovered.

To cross to Levis, even within the recollection of many of our older citizens, it was necessary to take a ferry boat worked by horses, and the time occupied in crossing varied, especially if a storm prevailed or the old nags working the paddle wheels took it into their heads to have a rest. In that event the boat might float up or down the river any distance. On the Quebec side the landings were made at the Finlay market. A well known character, before the departure of the boat, raced through the market square as far as Notre-Dame street, stopping at intervals, going and returning, to blow his tin horn and call out in a loud voice "Embark, Embark". This he would continue until, in the judgment of the captain, the load warranted a start. Sailing vessels were often towed to their loading berths at Cap Blanc, Sillery, Indian Cove

and other points in the harbor by these horse boats.

Cattle, made fast to large canoes, at one time swam the river between Quebec and Levis.

Travelling to the lower parishes on the south shore in winter was by stage coach and in summer by schooner, steamboats going in that direction being out of the question until later in the century.

Some of the most ancient buildings in the Lower Town have massive vaults of masonry in the basements, which, in the early days, were used probably for the storage of wines imported from France or the beaver or other valuable skins brought to town by the *coureurs des bois* after a successful hunt.

In the basement of the Fisher store, on Fabrique street, for example, there is an immense vault of the French colony days, which is thought to have been a magazine. At all events powder and shells were stored there as well as a quantity of firearms and bayonets, and there were two wells with several chutes. Strong iron doors guarded the place from intrusion at one time, which have been sealed in recent years. General Brock, who once commanded the Quebec garrison, resided in the old three-story building which stood on this site down to quite recently.

In the basement of the Masonic hall there are several vaults, showing that the original structure was of the ancient days.

The property on the corner of Ste. Anne and Garden streets is known to date back two hundred years at least, and for that length of time has served the purpose of a grocery store. The Hossack family alone occupied the place for nearly one hundred years.

While making repairs to his three-story building at 21 Garneau street, Mr. Lacasse was surprised to discover that the ceiling of the top floor was of stone

and cement, as hard as a piece of solid rock. The builders evidently resorted to this means to be prepared for an invasion and to make the building shell-proof, so far at least as the upper story was concerned. There is also a massive vault in the basement.

A fact not generally known and yet of interest is that there is a clause in the deed of the Leonard property, situated on the corner of St. John and Palace streets, one of the oldest buildings in the locality, where the statue of General Wolfe is so conspicuously displayed, which provides that the effigy of the general shall be maintained in a niche in the building in perpetuity.

Fifty years ago, there were quite a number of markets in Quebec, including the Champlain market on the water front, facing the Dufferin Terrace, and the Finlay market, opposite the Quebec and Levis Ferry Company landing, where, at one time, stood "Champlain's Abitation", or fort. The St. Paul's market, a one-story building with large dome, was situated on the ground in the vicinity of the C. P. R. station, called the Hay market, opposite what was then known as the Imperial Government wood-yard. This market, besides being occupied by a number of butchers, was usually the rendezvous of farmers having hay or live stock to sell, and where horse fairs were held. St. Paul's market dated from 1841 and has long since been demolished to make way for the railways.

The Intendant's Palace, in the olden days, stood almost opposite St. Paul's market, and was quite spacious, consisting of four hundred and eighty feet of buildings, so that it appeared like a little town in itself. The entrance was on St. Valier street, with

large garden in the rear facing the river. The French King's stores were kept there and there was also a magazine and prison on the grounds. In 1775 the palace was occupied by a detachment of the American invading army under General Arnold and was destroyed by the fire of the Quebec garrison.

Intendant Talon, in 1668, established a brewery on the site of the present Boswell property—the original vaults of which are still used as malt houses—so as to offer the settlers a cheaper beverage and keep the money they spent on imported wine and brandy in the country.

The Upper Town market was at one time situated on the square facing the Basilica. The butchers' shambles consisted of a long narrow one-story wooden building, running parallel with Garden street, and situated between the stone wall of the Jesuits barrack square and the main thoroughfare, where once stood the Jesuits church, and was built in 1844. Here some of the principal butchers of that day were located. The farmers, as already stated, were located on the square opposite the French Cathedral with the fruit merchants, as well as the vendors of hot mutton pies, muffins, hot rolls, large fried cakes ("croque-signols"), latire, etc.

The habitants, in their homespun suits and capuchons, with sashes, bonnet rouges, better known as tuques, and beef moccasins (bottes sauvages) to the knees, carried on their trade practically the same as they do to-day, except that business was transacted in pounds, shillings and pence. The truck brought to market was not so varied, but the vendor could strike a harder bargain probably, and the difference of a farthing in those days was a consideration not lost sight of by either the farmer or the purchaser.

The markets were patronized by the best people in the city and prominent men could be seen on

market days, rubbing shoulders with their poorer fellow citizens, all with baskets on their arms. One well known person was the late Hon. Mr. Primrose, who resided in the house now occupied by Mr. Vesey Boswell, on the Cape. This gentleman was the uncle of the present Lord Roseberry, and a leading lawyer in Quebec, in whose office the late Hon. George Irvine, Judge of the Vice-Admiralty Court, and grandson of Hon. James Irvine, who in 1818 was a member of the Legislative Council, was articulated as a law student. Mr. Primrose's familiar figure was seen in the Upper Town market almost every Tuesday and Saturday with not only one basket, but with one on each arm, and many a hard bargain he was known to have struck with the habitants over the price of provisions. Another well known personage was a Mr. Pozer, a millionaire land owner, who also looked closely after the catering for his household. He resided and had his office on the corner of St. John and Angele streets, and at one time owned the Chien d'Or building.

The French-Canadian housewives had usually a stock of home-made handiwork with them, consisting of the "Ceinture fléchée" (or sashes), home-spun frieze cloth, straw hats, catalognes (rag carpets), coarse linen, flannel, etc., which was in general use years since. To this might be added a few bags of frozen milk, cedar boughs, balsam, and spruce gum and golden thread.

Some of the prevailing prices as they come to mind, might be quoted for the benefit of the present generation of matrons. Butter sold for from ten to twelve cents per pound; potatoes twenty-five cents per bag; and eggs ten to twelve cents per dozen; mutton or veal by the quarter was worth from forty to fifty cents, (according to the weight); chickens were from twenty-five to thirty cents per couple;

geese forty to fifty cents each, while one man tells of turkeys selling at twenty-five cents each. Pork and beef were worth from five to eight cents per pound, the latter for prime roast. Beef by the quarter was known to sell as low as from two and a half to four cents per pound. Wild raspberries and strawberries sold from thirty to forty cents per large pail, and other native fruits in proportion. Vegetables, such as lettuce, radishes and onions could be purchased for a song. Other garden truck, celery, tomatoes and cauliflowers, were not plentiful, as they were not generally cultivated by the French-Canadian farmers then. Bananas, pears, peaches, melons and grapes were very scarce. Oysters in season sold for one dollar per barrel. Salt herrings and fresh lobsters were also very plentiful.

Firewood was in general use, not only in the homes, but stores as well in the city, purchasable for three dollars and less per cord. Newcastle and Welsh coal was a luxury, used only in grates in the homes of the more wealthy, or by tradespeople who were obliged to resort to its consumption.

Previous to macadam being introduced in 1841 as a means of providing good roadways in the city, and even after, many of the streets were paved in wood. The pine deals made a good roadway, but required continued attention; so much so, that men with waggon loads of deals were always on the alert to replace broken planks. Champlain street, from the Cul-de-Sac to Victoria Cove, a distance of some six miles, was planked throughout.

Before the time of the Turnpike Trust, farmers living on the outskirts of the city, like those located at a further distance, were held responsible for the up-keep of the road fronting on their property.

Foot passengers crossing the old Dorchester

bridge on Bridge street, formerly known as Craig street, and widened ten feet after the fire of 1845, were compelled to pay one copper each way.

Farmers coming to and leaving town when it was at low tide in the St. Charles, forded the river with their horses and loads in order to escape the payment of the tolls. Misjudging the condition of the tide resulted in many of them undergoing novel experiences, especially when the horse or very often an ox, would get over its depth and start to swim down the river with a precious load, including the habitant's wife and family.

The Dorchester bridge was built in 1822 and called after Lord Dorchester, a former Governor.

The Turnpike Trust was inaugurated in 1841 when work was started on the St. Louis and Ste. Foye roads. The Trust has some eighty miles of roadway under its control now, situated on the north shore of Quebec district.



Prescott Gate (Mountain Hill) Demolished in 1871.

CHAPTER V

SHIPBUILDING INDUSTRY

Prominent Builders When The Trade Flourished—Quebec Clipper Ships at One Time the Pride of the Atlantic—Allan Gilmour & Co.'s Extensive Shipyard at Wolfe's Cove—Great Sea Races—The Square Timber Trade—Hall's Industry at the Falls—Ship Laborers' Benevolent Society Organized in 1859

IN the early fifties the shipbuilding industry was at its height, not alone between Cap Blanc and Wolfe's Cove, but in the vicinity of the old Dorchester Bridge; on both sides of the St. Charles, as far as where the Bickell bridge now spans the river, in the vicinity of where Jacques-Cartier wintered his small fleet in the Lairet, at the Palais, as well as in Levis, Sillery, Lauzon and Cap Rouge. The prominent builders of the time were: Messrs. Sharples, Lampson, Munn, Leaycraft, Parke, Oliver, Dinning, Gilmour, Baldwin, Lee, Nicholson, Russell, Cotnam, Rosa, Lane, Gingras, Nesbitt, Valin, Julien, Brunelle, Charland, Dean, MacKay & Warner, Sewell, Samson, Lachance & Flanagan, Trahan & Son, Patterson & Shaw and others.

In 1864, no less than one hundred and five vessels were built with a total tonnage of 59,333 tons; in 1865, there were 113 built with a tonnage of 45,701 tons, while in 1866, the number was 103 with a tonnage of 36,764. In 1875, there were 84 vessels launched of a tonnage of 21,616.

Shipbuilding flourished in Quebec under the French regime as well. There was so much de-

mand for naval construction previous to the conquest that private merchant vessels could not be built as fast as they were required. In 1753, "L'Algonquin", a frigate of 72 guns, was successfully launched. In 1774, there were 151 vessels that took clearance from Quebec. In 1800, there were 21 Quebec built vessels on the local register, while two years later there were 54. The war of 1812 greatly stimulated the trade in seagoing craft from Quebec.

As early as 1852, there were twenty-five ship-building yards and eight or ten floating docks in and around Quebec. In 1854 twelve pounds sterling per ton was paid for uncoppered Quebec built ships, and a large number were launched.

In one winter no less than forty-nine vessels were to be seen on the stocks in the St. Charles river yards alone, and over one-half of Quebec's population depended on the shipyards.

The various yards were scenes of great activity and excitement with the whirl of the saws and the blows of the mallets from the thousands of workmen. These were busy during the winter months from eight a.m. to five p.m., making every effort to have the vessels ready for launching early in the spring, when the first high tide permitted. The vessels were of all sizes, in the early years, as small as one hundred tons, but later averaged from four hundred to nearly two thousand tons.

At one time the clipper built ships from Quebec were the pride of the Atlantic and made record passages to and from ports in England. The first clipper ship ever launched in Quebec was built some sixty years ago in Lee's yard, at Hare Point, by the late William Power, formerly of this city. She was of one thousand four hundred tons, named the "Shooting Star" and made the passage from

Quebec to Liverpool in fourteen days, which was considered a wonder for a sailing vessel then. Another clipper ship, the "Illustrious", of twelve hundred tons, was built in 1855 at Wolfe's Cove by the late Captain John Dick, for Allan Gilmour & Co.

One of the largest ships ever built here was the "Lady Dufferin", of 1,975 tons, constructed in Gingras' shipyard, near the General Hospital, while one of the best builders was a French-Canadian, whose beautiful clipper ship "Brunelle", named after himself, logged over fourteen knots an hour, and left many a swift sailer and steamer far astern.

The ship "Hildare", built by Jean Lemelin, in St. Roch's, made the passage from Quebec to Liverpool in twenty-three days in 1848.

Two fast clipper ships were the "Teataster" and the "Boomerang", the former built at Levis and the latter at Quebec.

In the extensive yards of Allan Gilmour & Co., at Wolfe's Cove, over one thousand men were employed during a season of shipbuilding and at other work. It is known when the firm had as many as four vessels on the stocks, at one time, while Henry Dinning, in 1867-68, had no less than five ships building at once.

Ordinary ship carpenters earned forty cents per day in winter for eight hours' work, while a first class man received sixty cents. In the summer season, for ten hours' work, the average scale of wages in the Coves was ninety cents to one dollar per day. Whether with the axe or saw, the French-Canadian was an expert, and formed the great bulk of the skilled labor to be found in a shipyard. He had a reputation from the earliest years for his splendid workmanship.

Notwithstanding that every yard had its sawmill as an adjunct, it was necessary to resort to the saw-

ing of square timber by hand, the output of the mills not being sufficient to supply the demand. It was nothing unusual to see as many as two score of men sawing away at immense pieces of square timber. The logs were raised on high trestles and after being chalk-lined on the upper and lower sides to the thickness of the plank required, the two men started work. One was on top and the other below, the latter with a veil over his face to prevent the sawdust getting into his eyes. They toiled away with the whip saw until within six inches of the end of the log, when, with the use of wedges, the plank was separated from the piece and so on until the whole log was cut into the required dimensions.

It may seem strange to the average individual, but is a fact, nevertheless, that pickling the ships was resorted to, at least in Gilmour's yard. Large pieces of rock salt were placed in puncheons partly filled with water, and when sufficiently dissolved it was the duty of one man to go around with a syringe about four feet in length, in the summer months, and spray the frames of the vessels, which were made of tamarac, (hackmatack), with the view of hardening the wood. This work he was obliged to repeat every two weeks. Apart from that, a large piece of salt was placed on every timber head and left there to be dissolved by the rain and find its way through the pores of the wood, so that the ship would be pickled inside as well as outside. The treenails, made of locust wood, were also soaked in a solution of rock salt in a large vat. This was what was called pickling the ship.

The launching of vessels, which usually took place in the early hours of the morning, even on Sundays, when the tide suited, attracted thousands of people. It was quite a common sight, in the spring, to witness two or three ships or barks slide off their

greased ways after being christened, very often by some prominent lady, amidst the cheers of the assembled throng.

Each ship had a beautifully carved figure, usually in the form of a woman, which stood on the head of the cut water, but at other times it might be an Indian chief or some famous general. The ship's stern was also decorated with richly carved scrolled work. The late Mr. William Black was an expert in this line and had the monopoly of the business. This gentleman was the father-in-law of Quebec's well known architect, Mr. H. Staveley.

The shipbuilding industry has long been a thing of the past. It is a question whether there remains a single vessel that once was the pride of the ship-builder and skilled Quebec workmen.

Among the prominent men in Gilmour's establishment, in the early days, were :—Messrs. Robert McCord (naval architect), John Reid (chief carpenter), James Dodds (architect), John Penney (wood carver), Captain Dick (naval architect), M. Carroll (foreman), William Cream (cove manager), William Quinn (chief culler, and later Supervisor of Cullers), James Kelly (chief clerk), John Fanning (storekeeper), etc.

There is no doubt but that there was some noble work done in the sailing days when the most noted vied with each other in making the shortest passages. A premium of five dollars per ton, shared by the captain with his owner, for the first consignment of China tea or Australian wool, was calculated to make a man strive harder and undergo greater exertion and run greater risks than could be afforded by the somewhat barren honor of coming in first and winning a miserable \$250. Wonderful stories are told of the achievements of the men who strove for the greater prize.

The "Surprise", a famous vessel of her day, went out to San Francisco, on her first voyage, in ninety-six days, and reefed her topsails only twice in that time. Then she crossed the North Pacific to Canton in thirty-one days and brought a cargo of tea to London. The "Samuel Russell" made 318 miles in one day in 1851, while homeward bound from Whampoa, and during thirty successive days she covered 6,722 miles, or nearly half the distance between China and New York. But the very best day's run was that of the "Flying Cloud", in an earlier generation. She went to San Francisco in eighty-four days, and on this voyage she, in one day, from noon to noon, covered 433 and a quarter statute miles.

In 1851, the "Sovereign of the Seas" reached San Francisco from New York in 102 days, after having been partially dismasted off Valparaiso, and after having lain for fourteen days to be re-rigged. The same vessel, after discharging at Frisco, sailed for Honolulu, and came home from that port in eighty-eight days. For 10,000 miles she sailed without tacking or wearing once, and in ten consecutive days made 3,300 miles. From New York, she sailed for Liverpool, became becalmed on the Banks of Newfoundland, and when a breeze sprung up went across from there to the Mersey in five and a half days; the whole trip occupying only thirteen days nineteen hours. Next year, returning from San Francisco, she covered 6,245 miles in twenty-two days, being an average per day of 283.9 miles. Her best time from noon of one day to noon of the other, was 419 miles, which comes very near the record of the "Flying Cloud".

Another famous vessel was the "Natchez", which once went from Canton to New York in seventy-six days. She made six voyages altogether, and the

longest of the six was only ninety-eight days on this route.

A noteworthy race of those days was that of the "John Gilpin" and the "Flying Fish". They left New York in company and appeared inside the Golden Gate within a few hours of each other after a passage of ninety-four days. But the most remarkable individual trip ever accomplished was that of the "Dreadnought", which went across from New York to Liverpool in nine days seventeen hours. The "Dreadnought's" career from beginning to end was a race against all comers and she invariably scored.

The "Grace Carter", a Newfoundland schooner, sailed across to Portugal, sold her fish there, then loaded salt at Cadiz and reported back in Newfoundland within the month.

A Canadian schooner yacht, the "Lasca", crossed easterly, the harder way, in twelve days from the St. Lawrence.

The most wonderful sea race in history was run when five famous clippers started, almost together, from the Pagoda anchorage at Foo-Chou, for the East Indian docks in London. This race was an all British one. The course was 16,000 miles, and the prize, the world's championship in clipper racing. Three ships dropped considerably astern, but the "Ariel" and "Taeping" raced up to the channel side by side, took in their pilots at the same time and arrived within eight minutes of each other. The "Ariel" arrived first, but the "Taeping" won, as she had left twenty minutes later. The total time was 99 days.

The "Lightning", built in Boston, but sailed by a British crew, made no less than 436 nautical miles, or 502 statute miles, within twenty-four hours.

Here is a story concerning the speed of a Quebec

built ship named the "Loyal", which occurred some twenty-five years ago. After wintering in the Louise Basin the "Loyal" left port in tow of a tug and while proceeding down the river a light westerly wind sprang up, when part of her canvas was set to assist the tug. The captain of the ship, finding that she was making such good headway, ordered the man in charge of the tug to let go the tow line. As the breeze freshened her speed increased so that before her course could be changed she ran down—or rather over—a lightship at anchor further down. The five men on the latter vessel were washed overboard as a result of the accident, but were finally rescued.

The Island of Orleans was at one time a great center for boat building. Nearly all the small boats used in Quebec, as well as those required for the new ships constructed here, were built at the Island. The swiftest yachts as well as pilot boats, timber towers' boats, yawls, etc., were also built there. It was during the years 1823 and 1824 that two vessels, the "Columbus" of 3,600 tons, and the "Baron of Renfrew", of 5,294 tons, were launched. They were the largest vessels ever built in Quebec or district, and constructed solely for the conveyance of timber to the London market. The "Baron of Renfrew" was 303 feet in length, beam 60 feet, hold 35 feet, between decks, (of which she had five), 7 feet. There was considerable difficulty experienced in launching them. Both were wrecked before returning to Quebec and the owners lost heavily.

Square timber was used almost wholly in the construction of these vessels.

In the days of the square timber trade in Quebec, half a century since, more or less, there were a large

number of prominent men connected with the business, among others, D. Burnet, Allan Gilmour & Co., G. B. Symes, Usborne & Co., Edward Burstall & Co., Henry Lemesurier, Wood & Petry, C. and J. Sharples, James Bowen, Pemberton Bros., J. Fitzpatrick, D. Calvin, Dunn & Home, Dobell & Co., D. C. Thompson, C. E. Levey, Benson Bennet, H. Atkinson, Staveley & Roche, Cook Bros., R. Hamilton, J. B. Forsyth, John Roche, Ross & Co., Smith, Wade & Co., M. Stevenson, S. Connolly, M. I. Wilson, D. Patton & Co., J. Burstall & Co., William Cream, W. C. Walcott, John Flanagan.

The majority of the firms owned or leased coves, while others held the timber in commission booms.

Many millions of cubic feet of square timber, consisting of yellow, white and red pine, oak, elm, ash, hickory, cherry, maple and bass wood reached Quebec annually, chiefly from the Ottawa river and its tributaries, as well as from Garden Island, on the St. Lawrence, opposite Kingston, Ont., being towed down in rafts.

What was sold previously to reaching here was placed in the owner's booms, but what remained unsold was towed to one or other of the commission booms, where it was purchasable by the different merchants as required.

After the rafts had been broken up in the booms, which contained nothing but square timber, it was necessary to have the timber culled and classed. It was then put in shipping order by the axemen before it was collected and secured in chain rafts this time, afterwards being taken in hand by the timber towers and placed in position alongside the hundreds of vessels in port, all along the river front, from Pointe à Carcy wharf to Cap Rouge, a distance of eight miles.

Here the stevedores with their gangs of ship

laborers started the work of loading, which was not only dangerous, but laborious, and called for skilled men, who were divided into various classes—timber swingers, hookers-on, winchers, porters and holders. All were obliged to labor in unison in order to avoid accidents in properly stowing the timber, which was taken on board through the port and starboard sides alternately. The time of loading a ship was on an average from one to three weeks, according to the size of the vessel. Large quantities of staves and lathwood were shipped as broken stowage. The shipment of deals commenced at a later period.

There were thousands of ship laborers residing along the coves and other parts of the city then as compared with hundreds or even less now.

In those days it was a grand sight to witness a fleet of sailing vessels, with their white canvas spread, arriving in port from the old country, the majority of them in ballast, when they dropped anchor from opposite Lampson's Cove to Sillery Point, and discharged, while others, loaded with coarse salt, moored at the salt sheds at the Lower Town, South Quebec or Indian Cove.

In the spring and fall, when the bulk of the vessels arrived, the coves for miles on both sides of the river were sometimes like a forest of masts, so close were the ships lying to one another, as many as eight in one tier being tied up at Hall's booms or piers alone, with more anchored in the stream waiting for a berth. The Quebec spring timber fleet generally sailed from Liverpool and other ports about the latter end of March and usually arrived here early in May, the passage occupying about forty days, (according to weather conditions), and vessels made two trips in a season. It was an exception to make three voyages. It is known when as many as seventy vessels arrived in port at one tide

under canvas before a stiff east breeze. Captain J. G. Boulton, a retired officer of the British navy and a well known resident of Quebec, remembers having counted no less than one hundred sail waiting for a favorable wind to come up the Traverse, en route to this port.

In the year 1846, one thousand four hundred and thirty-nine vessels arrived from sea with a total tonnage of 574,208.

All this is now changed. With the advent of the iron steamers the wooden ships became a thing of the past, with the consequent decline of the timber trade, so that to-day the whole aspect of the coves is changed, and grass is growing on the wharves where at one time trade flourished.

From the opening of navigation, in the olden days, and the arrival of the first of the fleet, business was at a rush in the port and continued brisk until the fall, with a dullness in midsummer, however.

Many of the laborers, when the shipping trade showed a permanent decline, left Quebec, the residents of the coves locating in the Southern States, while those of Cap Blanc, who were experts with the axe, found their way to the shipyards on the shores of the Great Lakes.

Long before pulp mills were even thought of, at the period of wooden ships, the farmers living within a radius of twenty or even more miles of the city, did a flourishing business in shipbuilding timber, which was utilized in the construction of vessels of all descriptions. This was one of the chief sources of revenue, if not, indeed, the principal one for the farmers of those days, especially those living in the Valcartier, Jacques-Cartier, Stoneham, Lake Beauport and Laval districts. Wood in those days was less than half the price it is to-day.

When shipbuilding flourished, large pieces of

square timber were hauled from Sillery and other coves to the St. Charles river along the battures all winter on bob-sleighs, to which two, three and sometimes four horses were hitched in tandem fashion.

One of the great industries of the past in Quebec, for many years, were the immense sawmills of G. B. Hall, at Montmorency Falls, where several prominent Quebecers, among them Messrs. J. G. Scott and D. H. Pennington, started their business careers. The site of these mills is occupied to-day by textile factories. Millions of feet of sawn lumber, principally deals, were manufactured there every season and carried by batteaux to ships lying in the harbor and shipped to the European markets. At one time there were no less than six mills side by side and two known as "tidal mills" in operation there, furnishing employment to as many as one thousand to twelve hundred persons. These mills at the time were said to be the largest in the world and no less than seventy-five million feet of pine deals were cut and wintered in stock in one season. There were six miles of dockage and it is known when no less than thirty-six batteaux were loading pine at one tide to be put on board ship for the European market.

The ship laborers in former times were paid from seventy-five cents to \$1.50 per day of ten hours, and were treated like slaves by some of the stevedores. It is known where the men had not only to wait until a late hour on Saturday night for their wages, while the stevedore and captain were about town enjoying themselves, but were often compelled to return home with empty pockets. In the event of the stevedore failing to pay his men, the ships were responsible for the wages, but occasionally the vessels had sailed from port and arrived on the re-

turn voyage before the claims of the laborers were satisfied. Instances were not exceptional in the olden days, when the workmen, after loading a vessel, were cheated out of their wages altogether.

With a view of improving their condition and providing a sick and benefit fund in case of accident, the Quebec Ship Laborers' Benevolent Society was organized in 1859, the charter being granted in 1862.

The charter members of the Society were: Messrs. S. Grogan, L. Cochrane, R. Burke, W. Reason, A. McFaul and P. Holden.

Since the organization of the Society, the following have served as Presidents: S. Grogan, E. English, W. Reason, John Howard, John Cassidy, James Paul, R. Leahy, John Mahoney, D. J. Butler, Robert Farrell, P. Courtney, G. Mulroney, P. Ward, M. Kenney, J. Power and P. Joynt.


At one time nearly all the male population of Diamond Harbor and the coves generally were employed during the season of navigation at ship work, in one capacity or another, but with the disappearance of the sailing vessels, the men and boys sought other vocations and to-day are holding responsible positions in political, mercantile and other walks of life, many being the most skilled of mechanics. Ship work no longer holds any inducement for them; so much so, indeed, that laborers for that calling are quite a scarce commodity to-day. Improved educational facilities, too, has played an important part in bringing about this result.



CHAPTER VI

MEMORIAL TO QUEEN VICTORIA

Quebec's Appeal for the Federal Seat of Government—Its Military Advantages—Proclamation Announcing Confederation—Union of Upper and Lower Canada—Political History of the Province—Parliament Buildings, Court Houses, Etc.—Legal, Notarial and Medical Professions—Municipal Government of the City—Names of Chief Magistrates, Etc.

 ON the 25th May, 1857, the Mayor, Councillors and citizens of Quebec forwarded a lengthy memorial to Her Most Gracious Majesty, the late Queen Victoria, praying Her Majesty to select Quebec as the future seat of Government and Capital of Canada. The memorial was signed by Dr. Morrin, Mayor, after whom Morrin College is named, and Mr. F. X. Garneau, City Clerk, the latter one of Canada's ablest French-Canadian historians, and in whose honor a monument stands in the square near St. Louis Gate, opposite the Parliament Buildings, the cost of which was defrayed by Hon. G. E. Amyot, M.L.C.

The memorial follows:—

TO THE QUEEN'S MOST EXCELLENT MAJESTY:

Your Majesty having graciously been pleased to accede to the request of Your Majesty's loyal people of Canada, praying that Your Majesty would select from among the cities of this Province the place for the future seat of Government and Capital of this flourishing and important part of Your Majesty's Dominions, the Mayor, Councillors and Citizens of the City of Quebec, beg leave to approach Your Majesty with the fullest reliance upon Your Majesty's wisdom and regard for the interest of this Province and to lay before Your Majesty a statement of the grounds on which

they found the hope that the ancient City of Quebec may be honored by Your Majesty's selection as the future Capital of Canada.

The choice of the capital of a country is a subject of the very highest importance, involving almost in all cases the destiny and greatness of the people. Accident has in some instances determined the selection, but generally a city has owned this distinction to the advantages of its situation for the purposes of commerce and navigation and, above all, for the defences of the country and the facility of communication and supervision over all parts of the subject territory.

The natural features of a country generally point out of themselves the place possessing these advantages of position. So true is this, that almost all the first towns founded by Europeans in both North and South Americas, have ultimately become the capitals of their respective provinces.

The first Europeans who ever visited Canada, located themselves in Quebec. Although at a distance of 360 miles from the Gulf of St. Lawrence and of more than 800 from the Atlantic, no other point between Quebec and the sea offered to the first colonists of Canada such a striking position as to induce them to form a permanent establishment. The wisdom of their choice has never since been questioned. A Governor of Canada, the Count de Frontenac, wrote to the Minister at the Court of France, in 1672: "Nothing struck me as so beautiful and grand as the location of the town of Quebec, which could not be better situated even were it to become, in some future time, the Capital of a great Empire."

It is a frequent practice at the present for some persons to speak of Quebec as though it was situated at one extremity of the Province and on the margin of the sea; but this, as we have just seen, is an altogether erroneous impression. The situation of Quebec is far in the interior of the country and if renowned as a sea port, it is that the town is situated on one of the greatest rivers in the world, a river whose waters bring to her door the largest vessels of the ocean.

It was this interior and commanding situation and this vast and capacious port, which drew from the Count de Frontenac an expression of his opinion that Quebec was formed by nature to be the capital of a vast Empire.

Indeed, there is a striking resemblance in point of situation between the cities of Quebec and London, the respective geographical limits of Canada and Great Britain being considered. The situation of London as a capital has never been condemned. On the contrary, it is believed that the commercial and maritime greatness of England, arising out of her insular position, is due in a great measure to the situation of the capital on a sea port, and where the Government and Legislature had offered to their constant observation the importance of commerce and navigation, as a source of wealth and power.

Peter the Great, when in England, in 1698, impressed by these considerations, decided upon the abandonment of Moscow as the Capital of his Empire, and the founding of St. Petersburg, on the shores of the Baltic, where the seat of Empire has ever remained. Yet St. Petersburg is thirteen degrees further north than Quebec.

While in point of maritime situation the city of Quebec is incontestably the first city of Canada, it is placed in the centre of a vast and fertile district, whose mineral and agricultural wealth and facilities for the establishment of manufactures, yet in their infancy, promise at no distant period to place the city in the very first rank as to population and resources, an increase which would be much accelerated by the impulse which would be given by the possession of the seat of Government.

In determining this question, the policy of the government as respects the future development of British America must also be kept in view. The ever increasing power of the United States necessarily points to the federal union of the British Provinces under the protection of England, as a measure which will ultimately become necessary. England, herself, is interested even in view of her European policy, that a power should exist on this continent to counterbalance that of the great American republic, in imitation of the European system. With this prospect in view, the choice of a Capital of Canada could not possibly be uninfluenced by so important a consideration, and in the event of such a union, Quebec would be not only the most accessible from the sea, but the most central city of British America.

The Duke of Wellington himself observed that the whole of the British North American colonial system depended upon the possession of Quebec, and indeed, Quebec is the stronghold of Canada, and history has proved, over and over again, under the French as under the English rule, that the possession of Quebec is always followed by that of the territory composing the British provinces. Chosen in 1535 by Cartier, in 1608 by Champlain, the promontory of Cape Diamond has ever been regarded as the key of the country, and on all occasions the fate of the Province has been decided under the walls of Quebec.

Of all the towns of Canada also, Quebec is the least exposed to attack from the Americans and the easiest of access to succour from England. It is remote from the frontier of the United States and protected by the river St. Lawrence, on whose left bank it is built. It is well known that Canada is bounded throughout its entire length on the south by the United States, who have the superiority on Lakes Ontario, Erie, Huron and Superior, and that the most flourishing part of Upper Canada lies in an angle between those lakes, exposed to an attack from all of them. The numerical superiority of the United States over Canada would permit any skilled commander to cut off the communications with the interior at any point between Montreal and the east, and Lake Superior in the west. In the last war the Americans burned Toronto and marched as far east as the Cedars, within thirty miles of Montreal. Toronto and Kingston are immediately contiguous to the United States, exposed to the cannons of their ships, while they are also liable from that contiguity and close intercommunication with the republic to imbibe political opinions adverse to the integrity of the Empire.

But it is not merely as a fortified city that Quebec has exercised such an important influence on the fortunes of Canada, its adaptation to the peaceful purposes of commerce also renders it a place of the first rank and importance. At Quebec the navigation

of the largest class of vessels terminate, and at Quebec the inner navigation commences.. The port is accessible to ships from sea, long before any other place, as was strikingly exemplified this year by the arrival of the "City of Toronto" from Glasgow at Quebec, on the 20th of April, when the St. Lawrence above Quebec was frozen over as far as Montreal, and inaccessible to navigation. Whatever may be the present course of trade, the time is fast approaching when the products of the great West, illimitable in amount, will come to Quebec by river, canal and railroad as to a common centre of export to Europe.

Among the cities of Canada, Montreal might have some claim to enter the list with Quebec; but since railroads have shortened the distance between these two cities to a few hours, the advantages which its more western situation might impart to Montreal are more than counterbalanced by its want of defences in case of war, and its exposure to an American army, which could penetrate without obstruction into its streets, and all the more easily when the Victoria Bridge is finished.

The towns of Montreal and Kingston have successively been selected as the seat of Government, but have successively been abandoned, after the experience of a few years, while in the Session of the Parliament of Canada, held at Toronto in 1856, the Governor-General, the Ministers of the Crown and a majority of the representatives of the people, by a solemn vote, decided in favor of the city of Quebec, and appropriated the monies necessary for the erection of a House of Parliament, and it was only the defeat of this measure by the Legislative Council, by a questionable exercise of power, which rendered it necessary to adopt other means for the solution of this important question.

Your Majesty, in your choice, governed by regard for the general interest of Canada and of the British Empire, will feel the importance of these influences which tend permanently to connect Canada with England as an integral portion of the Empire, and in this view, the city of Quebec may point to the tried fidelity of her citizens who, when the English rule was menaced in America in 1775, in 1812, in 1837, rallied in defense of the Government, their peaceful and hospitable character, the harmony in which the two races destined to occupy the banks of the St. Lawrence, here live together, and have always lived together, and the familiar use of both languages prevalent in Canada.

Besides these considerations, Quebec may boast of the salubrity of its climate, the beauty and grandeur of its site, the extent and safety of its harbour, its fortifications, its impregnable Citadel, its historical associations, all of them incidents which impart dignity to power. For 230 years Quebec was the Capital of Canada; during this long period fifty-three Governors here successively took their residence; none of them ever expressed a wish to transfer the seat of Government from its original position.

THE QUEEN MOST EXCELLENT MAJESTY'S LOYAL AND
DUTIFUL SUBJECTS.

Quebec, 25th May, 1857.

JOS. MORRIN,
Mayor of Quebec.

F. X. GARNEAU,
City Clerk.

[SEAL]



Upper Town Market Square and French Cathedral.—From an old print.

Finally, Ottawa was selected as the seat of Government and the Capital of the Dominion, and on the 1st of July, 1867, the following proclamation, announcing the federation of the various provinces into a Dominion, was made public from the steps of the Parliament House, which then stood at the head of Mountain Hill, on the right going up:—

BY THE QUEEN.

A PROCLAMATION

For Uniting the Provinces of Canada, Nova Scotia and New Brunswick into One Dominion under the Name of CANADA.

Victoria R.

Whereas by an Act of Parliament passed on the twenty-ninth day of March, one thousand eight hundred and sixty-seven, in the thirtieth year of Our Reign, intituled: "An Act for the Union of Canada, Nova Scotia and New Brunswick, and the Government thereof, and for purposes connected therewith," after divers recitals, it is enacted that "it shall be lawful for the Queen, by and with the advice of Her Majesty's most Honorable Privy Council, to declare by Proclamation that on and after a day therein appointed, not being more than six months after the passing of this Act, the Provinces of Canada, Nova Scotia and New Brunswick shall form and be one Dominion under the name of Canada, and on and after that day those three Provinces shall form and be one Dominion under that name accordingly";

And it is thereby further enacted that "such persons shall be first summoned to the Senate as the Queen, by Warrant under Her Majesty's Royal Sign Manual, thinks fit to approve, and their names shall be inserted in the Queen's Proclamation of Union";

We therefore, by and with the advice of Our Privy Council have thought fit to issue this Our Royal Proclamation, and we do Ordain, Declare and Command, that on and after the first day of July, one thousand eight hundred and sixty-seven, the Provinces of Canada, Nova Scotia and New Brunswick shall form and be one Dominion under the name of Canada. And we do further Ordain and Declare, that the persons whose names are herein inserted and set forth are the persons of whom we have, by Warrant under Our Royal Sign Manual, thought fit to approve as the persons who shall be first summoned to the Senate of Canada.

For the Province of Quebec.

James Leslie
Asa Balknap Foster
Joseph Noël Bossé
Louis A. Olivier

For the Province of Ontario.

John Hamilton
Roderick Matheson
John Ross
Samuel Mills

For the Province of Quebec.

Jacques Olivier Bureau
Charles Malhiot
Louis Renaud
Luc Letellier de St. Just
Ulric Joseph Tessier
John Hamilton
Charles Cormier
Antoine Juchereau Duchesnay
David Edward Price
Elzéar H. J. Duchesnay
Léandre Dumouchel
Louis Lacoste
Joseph F. Armand
Charles Wilson
William Henry Chaffers
Jean Baptiste Guévremont
James Ferrier
Sir Narcisse Fortunat Belleau
Thomas Ryan
John Sewell Sanborn

For the Province of Ontario.

Benjamin Seymour
Walter Hamilton Dickson
James Shaw
Adam Johnston Ferguson Blair
Alexander Campbell
David Christie
James Cox Aikins
David Reesor
Elijah Leonard
William MacMaster
Asa Allworth Burnham
John Simpson
James Skead
David Lewis Macpherson
George Crawford
Donald Macdonald
Oliver Blake
Silla Flint
Walter McCrea
George William Allan

For the Province of Nova
Scotia.

Edward Kenny
Jonathan McCully
Thomas D. Archibald
Robert B. Dickey
John H. Anderson
John Holmes
John W. Ritchie
Benjamin Wilson
John Locke
Caleb R. Bill
John Bourinot
William Miller

For the Province of New
Brunswick.

Amos Edwin Botsford
Edward Barron Chandler
John Robertson
Robert Leonard Hazen
William Hunter Odell
David Wark
William Henry Steeves
William Todd
John Ferguson
Robert Duncan Wilmot
Abner Reid McLean
Peter Mitchell

Given at Our Court at Windsor Castle, this twenty-second day of
May, in the year of our Lord, one thousand eight hundred
and sixty-seven, and in the thirtieth year of Our Reign.

GOD SAVE THE QUEEN.

Manitoba joined the Confederation in 1870, British Columbia in 1871, Prince Edward Island in 1873 and the North-West Territories in 1886.

A fact not generally known is that the late Sir John A. Macdonald, for many years Conservative chieftain and Premier of Canada, had originally intended that instead of "Dominion", Canada should be called the "Kingdom of Canada", but for one

reason or another, not made public, his idea did not prevail at the time.

The act sanctioning the union of Upper and Lower Canada was adopted by the Imperial Government and signed by Queen Victoria on the 23rd July, 1840. It gave Canada a Legislative Council of not less than twenty, the members of which were appointed for life. Forty-two members from Upper Canada and the same number from Lower Canada composed the Legislative Assembly, this number being unchangeable except by a two-thirds majority of both Houses. The qualification for the Assembly was a freehold valued at £500 over and above all liabilities and the limit of time for the duration of the popular body was four years, unless dissolved by the Governor-General. The first Parliament of United Canada was opened at Kingston in 1842 and Parliament sat alternately at Quebec, Montreal, Kingston and Toronto until 1865. The Parliament buildings at Montreal were burned in 1849 as a result of riots over the Rebellion Losses Act.

The "Fathers of Confederation" met at Quebec, October 10, 1864, and after a protracted discussion finally adopted the seventy-two resolutions which practically constitute the British North America Act of 1867.

The first Federal Ministry under Confederation was sworn in on the 1st July, 1867, with Sir John A. Macdonald (who was first elected for Kingston in 1844) as premier. The first session of the first parliament was opened at Ottawa by Lord Monck, November 6, 1867. Quebec Province was represented by four ministers, Sir George Etienne Cartier, Jean Charles Chapais, Hector L. Langevin and Sir Alex. T. Galt.

The city of Quebec was divided into three electoral districts in 1867, Centre, West and East. The

first member for the Centre in the House of Commons was George H. Simard. Hon. Thomas McGreevy was elected for the West and the East had for its first representative Pierre G. Huot.

The first ministry of the Province of Quebec after the Union, was formed on the 15th July, 1867, and was composed as follows:—Hon. P. J. O. Chauveau, Prime Minister, Secretary and Registrar; Hon. Gédéon Ouimet, Attorney-General; Hon. C. Dunkin, Treasurer; Hon. J. O. Beaubien, Minister of Crown Lands; Hon. C. E. de Boucherville, President of the Legislative Council; Hon. George Irvine, Solicitor-General; Hon. Louis Archambault, Minister of Agriculture and Public Works. The only surviving member of the first cabinet of the Province of Quebec after Confederation is Sir C. E. Boucher de Boucherville.

George H. Simard was the first member for the Centre in the Local Legislature, Hon. John Hearn for Quebec West and Jacques P. Rhéaume for the East.

Since 1867 there have been fifteen Provincial ministries, as follows:—

Chauveau	1867-1873
Ouimet	1873-1874
DeBoucherville	1874-1878
Joly	1878-1879
Chapleau	1879-1882
Mousseau	1882-1884
Ross	1884-1887
Taillon	1887-1887
Mercier	1887-1891
DeBoucherville	1891-1892
Taillon	1892-1896
Flynn	1896-1897
Marchand	1897-1900
Parent	1900-1905
Gouin	1905

From 1760, the date the Province of Quebec passed under English domination, to 1867, several forms of government succeeded each other. Firstly,

there was the military regime from 1760 to 1764. Then from 1764 to 1774, a civil government, composed of officials appointed by the governor and without responsibility to the people, administered the country. In 1774, the Quebec Act established legislative government, which lasted until 1791. The Quebec Act guaranteed to the French-Canadians the full exercise of their religion, exempted them from taking the test oath, restored the French civil laws and left in force the English criminal laws. It also instituted a Legislative Council.

From 1791 to 1840 there was constitutional government. The constitution of 1791 established a deliberative assembly in Canada and during that same year the first political elections took place. The troubles of 1837-1838 brought back the military regime for the second time.

From 1840 to 1867, there was responsible government. The Act of Union of Upper and Lower Canada established ministerial responsibility.

The grounds on which the Provincial Government Buildings stand, on Grande Allée, can be traced back to 1646, when they were owned by one Jean Bourdon. Their superficial area is 269,763 feet, English measure. They were purchased from the Government of Canada by the Province of Quebec on the 14th August, 1876, under the de Boucherville administration, for the sum of \$15,000, for the purpose of erecting the Legislative and Departmental Buildings on them. They were then known as the "Garrison Cricket Field".

The departmental portion of the structure, the construction of which was commenced in 1877, has been occupied by the public offices since 1880, while the work on the Legislative Building, commenced in 1883, was completed in 1886. The total cost of

the Legislative and Departmental Buildings was in the vicinity of two million dollars.

At one time these grounds were a popular resort for cricketers, as well as for old time travelling circuses.

Previous to the erection of the present magnificent block, several of the departments of the Local Government had offices and conducted their business in private dwellings in the Upper Town.

Quebec's first regular court house under the English rule, built in 1804, occupied the site of the present one for sixty-nine years, when it was destroyed by fire on the 2nd February, 1873. The old military hospital, constructed by the Imperial Government, served the purposes of a court house for several years, until the erection of the present modern one, which was opened in December, 1887. The military hospital has been used as quarters for the married men of the R.C.G.A., but is again serving its original purpose. It is situated in rear of the historic building on St. Louis street, long since tenanted by military officers, and once occupied by the handsome Madame Péan, whose husband was chief assistant of the notorious Intendant Bigot, her quondam lover, under the French regime. In the old court house, which was of cut stone, but quite plain, many brilliant judges occupied the bench and administered justice from the earliest days, while equally clever gentlemen of the long robe pleaded before them. One celebrated suit, or rather suits, in which Quebecers were very much interested in those days, were those between Colonel Gugsy, famous in the days of 1837-38, as a military officer, a lawyer of note and splendid horseman, and the late William Brown, a flour mill owner, concerning a small stream traversing the Beauport road near the

foot of Gugy's Hill. Over \$50,000—a very large amount of money in the olden days—was expended by the contending parties in their interminable litigation, which was brought to a close after many years, however, by the burning of the court house, in which fire valuable documents connected with this and other pending cases were destroyed. Many amusing stories could be related of the scenes in court during Colonel Gugy's flights of eloquence in pleading his cause, very often with biting sarcasm, before such judges as Hon. Messrs. Duval, Aylwin, Drummond, Badgely, Monk, Lafontaine, Mondellet, Stuart, etc., of the Superior Court, as well as the Court of Appeals.

The members of the local Bar had an association in 1832, but the present society dates from 1849. Law and order and good legal administration have been provided for from the earliest period in Quebec. While civil and military offenders were often tried and sentenced by courts-martial, that body being composed of military officers, as well as by magistrates of the quarter sessions, one of the earliest well-known judges in Quebec was Hon. Adam Mabane. It was he who presided over the Court of Common Pleas in 1766.

The first Chief Justice of the Province of Lower Canada under the English regime was Hon. William Gregory, who was named in 1764 and occupied the position for two years. He was succeeded in 1766 by Hon. William Hey, who held the position for ten years. The third Chief Justice was Hon. Peter Livius, named in 1776. Hon. William Smith was the fourth, from 1786 to 1793. Hon. William Osgoode was his successor, from 1794 to 1802. The sixth Chief Justice was Hon. John Elmsley, and he held the position from 1802 to 1805. Hon. Henry Alcock was next, from 1806 to 1808. Hon.

Jonathan Sewell filled the Chief Justiceship for a period of thirty years, from 1808 to 1838. Sir James Stuart, who was named in 1838, and held the position until 1853, was the last Chief Justice for the Province of Lower Canada, as that title was abolished in 1849, when a rearrangement of the courts went into effect. This law had created a Court of King's (or Queen's) Bench and a Superior Court.

Chief Justices of the Court of King's (or Queen's) Bench since 1853 have been as follows:—Sir Louis H. Lafontaine, 1853-1864; Hon. Jean François Joseph Duval, 1864-1874; Sir Antoine Aimé Dorion, 1874-1891; Sir Alexandre Lacoste, 1891-1907; Sir Henri Thomas Taschereau, 1907-1909; Sir Louis A. Jetté, 1909-1911; Sir Horace Archambeault, 1911.

The following have been Chief Justices of the Superior Court of Quebec since 1849:—Hon. Ed. Bowen, 1849-1866; Sir William C. Meredith, 1866-1884; Sir Andrew Stuart, 1885-1889; Sir Francis G. Johnson, 1889-1894. From the latter date, Sir Louis N. Casault, Sir Melbourne McT. Tait and Sir Charles Peers Davidson have occupied the position, while the present incumbent is Sir François-Xavier Lemieux.

Hon. Messrs. James Potts, Isaac Ogden, Henry Black, George Okill Stuart, George Irvine, were judges of the Admiralty Court, over which Sir A. B. Routier at present presides.

The following were among the Quebec judges almost from the dawn of the year eighteen hundred to within a quarter of a century ago:—George Van Felson, Jean Chabot, A. R. Hamel, O. Perreault, P. A. de Bonne, Jos. Becquet, P. Panet, L. T. Drummond, R. E. Caron, T. C. Aylwin, U. J. Tes-

sier, Joseph N. Bossé, L. B. Caron and Frederick Andrews.

Other Quebecers who were judges for districts outside of the city were Peter Winter, W. McCord, André Taschereau, F. O. Gauthier, W. Power, G. C. Buchanan, C. Mondelet, A. Polette, J. C. Bruveau, M. A. Plamondon, H. E. Taschereau, D. A. Roy, H. T. Taschereau, John Maguire and R. Alleyn.

The first district Batonnier (or President) of the Bar elected in Quebec, was Hon. George VanFelson, in 1849. The others follow :—Charles Panet, 1850 ; Hon. Okill Stuart, 1851 ; S. Lelièvre, 1853 ; Hon. F. W. Primrose, 1854 ; Hon. Jean Chabot, 1855 ; Sir Andrew Stuart, 1856 ; Sir N. F. Belleau, 1857 ; Fred. W. Andrews, 1858 ; Louis G. Baillairgé, 1859-1873 ; Hon. Dunbar Ross, 1860 ; C. Delagrave, 1861 ; J. B. Parkin, 1862 ; Hon. F.-X. Lemieux, 1863 ; C. G. Holt, 1864 ; P. Legaré, 1865 ; Hon. C. Alleyn, 1866 ; Hon. T. Fournier, 1867 ; M. A. Hearn, 1868 ; Jacques Malouin, 1869-1877 ; Arch. Campbell, 1870 ; Jean Langlois, 1871-1875 ; Hon. George Irvine, 1872-1884 ; Hon. David A. Ross, 1874-1886 ; James Dunbar, 1876 ; Hon. R. Alleyn, 1878 ; Hon. J. G. Bossé, 1879-1883 ; Sir F. Langelier, 1885-87-88 ; Hon. J. Blanchet, 1889 ; Sir C. A. P. Pelletier, 1890-1892 ; Charles Pentland, 1892-1896 ; Sir F.-X. Lemieux, 1896-1897 ; Sir Charles Fitzpatrick, 1897-1900 ; J. A. Bedard, 1900-1902 ; G. G. Stuart, 1902-1904 ; Hon. F.-X. Drouin, 1904-1906 ; Hon. E. J. Flynn, 1906-1908 ; Hon. E. Dorion, 1908-1910 ; Hon. Alex. Taschereau, 1910-1912 ; Eusèbe Belleau, 1912, to the present.

Other prominent legal luminaries of their day, whose names are not already enumerated—some of whom are still living—include Messrs. W. Kneller, W. Ogden, Samuel Sewell, Louis Moquin, Vallières

de St-Real, F. R. Angers, L. Plamondon, L. Lagueux, P. A. de Gaspé, J. Levesque, G. B. Fari-
bault, Col. B. A. C. Gury, Côme Morrisset, John
O'Farrell, J. Secretan, F. Vannovous, J. P. Rhe-
aume, R. Chambers, J. H. Willan, T. Pope, Hon.
H. G. Joly, J. Cook, J. G. Colston, John Pentland,
W. Kerr, W. Cook, E. Jones, Sir J. M. Lemoine,
P. B. Casgrain, F. W. Andrews, F. Montambault,
W. C. Gibsone, George Lampson.

Many of the lawyers acted in the capacity of no-
taries as well until the 30th April, 1785, when the
professions were separated, in this Province at least.
The notaries were organized as a Provincial body at
a meeting held for that purpose in Montreal on the
5th October, 1870. The meeting was presided over
by Hon. Louis Archambault. Mr. Edward Glack-
meyer, sr., formerly a leading notary of Quebec, was
elected Vice-President of the Association, while Mr.
J. B. Delâge was named Secretary for this district,
and is still acting in that capacity. Previous to
1870, district boards were in existence throughout
the Province as governing bodies, where all matters
pertaining to the profession were dealt with. The
oldest practising notaries to-day in the city—not in
years, probably, but in professional service—are
Messrs. Jacques Auger, who is the dean of the pro-
fession; Cyrille Tessier and J. B. Delâge. Among
the prominent men of the long ago were Messrs. W.
Besserer, Joseph Plante, J. B. Badeaux, A. B. Sir-
ois, J. O. Laurin, W. D. Campbell, Arch. Camp-
bell, L. Panet, A. Parent, E. E. Cinq-Mars, W.
Bignell, H. C. Austin, P. Shaw, J. G. Clapham, H.
P. Hebert, M. Tessier, E. Defoy, Macpherson, John
Scott, J. Guay, L. Prevost, P. Huot, H. Bolduc, J.
Petitclerc, E. Tessier, etc.

The medical profession in Quebec had an organization in 1826, although the Provincial Board of the College of Physicians and Surgeons was not founded until 1876. Hon. Judge Adam Mabane not only administered justice and meted out punishment to the wrong-doers in the olden days, but also prescribed for the officers and men of the English army, of which he was a surgeon at the time of the conquest and for many years after. He passed away on the 3rd January, 1792, at the age of fifty-eight years, as a result of a cold he contracted while on his way home across the Plains of Abraham to his residence, in the vicinity of Spencer Wood.

Dr. Philippe Badelard, who was a French surgeon with General Montcalm's army, was another well-known physician of his time. After Wolfe's victory the doctor was given permission to practise his profession by General Murray, with whom he was on friendly terms, and he continued to do so until his death on the 7th February, 1802, at the age of seventy-five years. Dr. Badelard, while attending the French wounded on the Plains of Abraham during the progress of the engagement of September 13, 1759, was made a prisoner by an officer of the Fraser Highlanders, to whom he handed over his flint-lock pistols, but later they were returned to him. They are at present in the possession of our well-known fellow-citizen, Judge Panet Angers, who is a great grandson of the doctor, whose only daughter married Hon. Jean Antoine Panet, Speaker of the First Parliament of Canada, and later occupied a seat on the Bench. He was also the great grandfather of the late Judge Jules Larue, of this city. Dr. Badelard was a physician in attendance at the General Hospital and bequeathed some of his effects to the sisters of that institution, who still have them in their possession.

It was Joseph Arnoux—who practised medicine as well as being a druggist—who attended General Montcalm after he received his mortal wound on the Plains. He resided with his brother on St. Louis street, near Garden, until 1766, when he sailed for France on the ship *London*. His elder brother, André Arnoux, was chief medical officer of the French force and accompanied the army to Montreal, dying there in 1760. History does not tell us where General Montcalm died, whether at the Arnoux residence, the Castle St. Louis, or his own residence on the Battery.

Among the physicians practising in Quebec in the first quarter of the last century and years later were Drs. Joseph Painchaud, A. G. Couillard, C. N. Perreault, Joseph Morrin, Patrick Donnelly, John Rowley, Jean Blanchet, Joseph Parent, W. Larue, W. Rees, Charles Pellisson and H. Caldwell. Between 1826 and 1836, the gentlemen of the medical profession in this city included Drs. James Douglas, E. B. O'Callaghan, George Douglas, Charles J. Fremont, John Racey, W. Holmes, Frs. Blanchet, Wm. Lyons, W. Marsden, James A. Sewell, A. Jackson, J. Z. Nault, L. G. Hebert, S. C. Sewell and P. Buchanan. Other practitioners, many of whom were well known to our present population, were Drs. A. N. P. de Laterrière, P. de Laterrière, H. Blanchet, P. Bardy, Ed. Rousseau, F. H. Larue, R. H. Russell, O. Robitaille, A. Rowand, P. Moffatt, P. Wells, R. F. Rinfret dit Malouin, H. Hebert, L. J. A. Simard, C. E. Lemieux, C. Verge, G. Wolff, Jean Landry, A. Belleau, A. Vallée, T. G. McGarth, C. Sewell, C. S. Parke, R. F. Rinfret, M. J. Ahern, etc.

A brief history of the municipal government of the old city of Champlain, founded by the French

explorer, in 1608, when he built his "Abitation" at Quebec, should not be amiss.

Previous to 1833, when the city was first incorporated, the municipal affairs were administered by the justices of the peace sitting in special session, for that purpose, under the authority of the acts of the Provincial Legislature. The first council of 1833 consisted of twenty members with Elzéar Bédard as Mayor, as follows :—Joseph Legaré, Charles Casault, Ebenezer Baril, Colvin McCallum, Joseph Tourangeau, Edouard Glackmeyer, Jean Tourangeau, Pierre Dasilva, François Robitaille, Charles Deguise, Joseph Petittlerc, John Malcolm Fraser, Joachim Mondor, P. M. Paquet, Charles M. DeFoy, Joseph Hamel, Michel Tessier, R. E. Caron, C. D. Plante.

The city was divided into ten wards, namely :—St. Louis ward, St. John's ward, the Seminary ward, Palace ward, St. Lawrence ward, St. Charles ward, St. Roch's ward, Dorchester ward, Ste. Genevieve ward, Carrières ward, each electing two members.

The Act 1 William IV, chap. 52, expiring the 1st May, 1836, not having been revived, the corporation ceased to exist and its powers were reinvested in the magistrates as heretofore.

The Corporation of 1840-41-42, with René Edouard Caron as Mayor, was appointed by the Governor-General for a term of office to expire December 1st, 1842, their successors being subject to election by the people. In this Council there were eighteen members, the following among others being elected :—William Petry, Alexander Simpson, John McLeod, William O'Brien, Thomas William Lloyd, John Wilson, Michael Connolly. The city was divided into six wards :—St. Louis, Palace, St.

Peter, Champlain, St. Roch and St. John, with three members for each ward.

During the year 1845 the office of alderman was abolished and the time of election changed to the 1st day of February of each year.

In 1848, Messrs. G. Okill Stuart, J. A. Sewell and James Dean represented St. Louis ward; John Frew, Daniel McGie and George Hall, Palace ward; Thomas Lloyd, James Gillespie and James Dining, St. Peter's ward and J. E. Gingras, John Doran and John Maguire, Champlain ward.

In 1857, for the first time in the history of the city, the Mayor, Dr. Joseph Morrin, was elected by the people instead of by the Council as formerly.

In 1866, the law was again changed and one alderman and two councillors were elected for each ward, with Hon. Joseph Cauchon as Mayor.

Aldermen :—Messrs. L. A. Côté, William Kirwin, J. B. Renaud, Wm. Hossack, George Hall, Pierre Legaré, R. F. Rinfret and Hon. John Hearn.

Councillors :—J. W. Henry, Thomas Burns, John Lemesurier, Charles St-Michel, Joseph Bowles, Miles O'Brien, J. E. Bolduc, Charles Langlois, Abraham Hamel, William Withall, (replaced by W. D. Campbell), Félix Lavoie, Jean Baptiste Pruneau, L. J. Roy, John O'Malley, François Dusault and W. W. Scott.

Between the years 1867 and 1890, the following were among the civic representatives :—Messrs. Thos. Norris, Willis Russell, M. A. Hearn, Alex. Woods, Peter Johnston, Francis McLaughlin, R. Turner, T. J. Molony, John Kaine, E. T. D. Chambers, James Carrel, W. McWilliam, Andrew Hatch, F. Gunn, T. C. Aylwin, M. Foley, B. Leonard and L. Stafford.

The recorders of the city from the date of incorporation in 1833 have been as follows :—1855, M.

Gauthier ; 1859, J. Crémazie ; 1872, C. Delagrave ; 1877, E. Déry.

City Clerks :—Jean Langevin, 1833-1836 ; George Futvoye, 1840-45 ; F. X. Garneau, 1845-64 ; L. A. Cannon, 1864-1889 ; H. J. J. B. Chouinard, 1889.

City Treasurers :—F. Austin, 1833 ; M. Bennett, 1850 ; A. Gauthier, 1851 ; L. E. Dorion, 1868 ; C. J. L. Lafrance, 1878.

The late Chs. Baillairgé, C.E., was for many years city engineer, being succeeded by his son, W. D. Baillairgé, while the late J. Gallagher, C.E., the water works manager, had been on the civic staff for a lengthy period.

The city assessors in 1848 were :—Thomas Bickell, John Campbell, R. Pelchat, A. J. Maxham, Thomas G. Gahan and Frs. Dussault.

The clerks of the markets were :—T. Atkins, for the Upper Town ; D. Murray, for the Lower Town, and A. Gauthier for St. Paul's.

The meetings of the Council previous to the city acquiring the old hall on the corner of St. Louis and Ste. Ursule streets, formerly the residence of Judge Dunn, were held in the building at the corner of Palace and Charlevoix streets

The laying of the corner stone of the new City Hall, on the site of the Jesuit barrack, took place on the 15th August, 1895, Hon. S. N. Parent, who was Mayor at the time, performing the ceremony. The inauguration took place thirteen months later, on the 15th September, 1896.

The following is the list of the names of the chief magistrates of Quebec from 1833 to date :

Elzéar Bédard	1833 34
R. E. Caron	1834-40
R. E. Caron	Elected by the Council..... 1840-45
J. O. Stuart	" " 1846-49
N. F. Belleau	" " 1850-52

U. J. Tessier	Elected by the Council.....	1853
C. Alleyne	" "	1854
Jos. Morrin	" "	1855
O. Robitaille	" "	1856
Jos. Morrin	Elected by the People.....	1857
H. L. Langevin	" "	1858-60
Thomas Pope	" "	1861-63
A. G. Tourangeau	" "	1864-65
Joseph Cauchon	" "	1866-67
J. Lemesurier	" "	1868-69
W. Hossack	Elected by the Council.....	1869-70
A. G. Tourangeau	Elected by the People.....	1870
P. Garneau	Elected by the Council.....	1870-73
O. Murphy	" "	1874-77
R. Chambers	" "	1878-79
J. D. Brousseau	" "	1880-81
F. Langelier	" "	1882-90
J. J. T. Frémont.....	" "	1890-94
S. N. Parent	" "	1894-1906
Sir J. Geo. Garneau.....	Elected by the People.....	1906-10
Nap. Drouin	" "	1910



Hope Gate (on Ste. Famille Street) Demolished in 1874.

CHAPTER VII

NOTES OF THE INVASION OF 1775

Data from the Diary of James Thompson—Death and Burial of General Montgomery—Chien d'Or Building—The General's Sword—Prisoners of War at Murray Bay—Quebec Volunteer Cavalry—Quebecers at Windsor—Red River Expedition—Jesuit and Other Barracks—Sisters of Charity Convent and Jeffery Hale Hospital

FOR many years after 1775 banquets were held in this city annually to commemorate the defeat of Montgomery and Arnold, which were largely attended by the leading military and mercantile men, as well as Government officials, without distinction of nationality.

I am indebted to Mr. James Thompson Harrower, who is nearing his ninetieth birthday, for interesting data from the diary of his grandfather, James Thompson, of events during the stormy days of 1775.

Sergeant Thompson, as he was known in 1759, who was a member of the 78th Regiment, or Fraser Highlanders, was a civil engineer by profession and a native of Scotland. He was the last survivor of Wolfe's army. At the time of the battle of the Plains of Abraham he acted in the capacity of hospital sergeant and superintended the removal of the wounded soldiers from the time they were landed at Levis—being taken over in large boats from Quebec—until they arrived at the church at St. Joseph, which had been converted into an hospital and to

which place Wolfe was removed after his death. Mr. Thompson passed away at the family residence, which still stands at the corner of Ste. Ursule street and Ursuline Lane, on the 25th August, 1830, at the patriarchal age of ninety-eight years. Two days later his remains were conveyed to the grave with military honors and attended by a numerous concourse of citizens. The band and firing party was furnished by the Fifteenth Regiment, the senior corps in the garrison, which, by a singular coincidence, happened to be one of these which formed the army under Wolfe. Previous to his demise the aged veteran was the object of much interest to strangers as well as to his fellow-citizens of the younger generation, to whom he recounted many of the incidents of his life as a soldier, covering the lengthy period of seventy-one years. He kept a diary and noted numerous events of interest, which became the property of his grandson, Mr. Harrower, but the latter presented it with other interesting papers to the Literary and Historical Society some time ago.

Mr. Thompson was overseer of works at the time of the invasion of Quebec by the revolutionary army in 1775, under Generals Montgomery and Arnold, and had charge of fortifying the city against the assaults of these two officers and their forces. On General Arnold's division appearing in front of St. Louis Gate it was he who fired the first shot with a twenty-four pounder from the Cape Diamond Battery, which assisted in bringing about Arnold's retirement to the vicinity of Scott's bridge.

On the defeat of the other division under Montgomery at Près-de-Ville, near the Allan wharf (which connected with the Cul-de-Sac by a pathway over a ledge of rock, there being no regular roadway) and the General's death at the age of forty, on the

early morning of December 31, after the latter's victorious journey by way of Montreal en route to Quebec from New England, Mr. Thompson had charge of his burial. In his diary he gives details of the interment. The body, on being carried into the city, was identified not only by himself, but by a Mrs. Prentice. This lady was in easy circumstances and a relative of Mr. Thompson, who, at the time, kept a boarding house in the Freemasons' Hall. It was better known as the Chien d'Or building, a three-story structure with basement, built in 1735, situated on Buade street, the second one from the corner of DuFort street. This ancient structure was razed in 1871 and on its site now stands the post office, and over the side door the old stone, bearing the figure of the dog, the bone and the familiar inscription is still to be seen.

General Montgomery had previously lodged with Mrs. Prentice on his visits to Quebec, having held a commission as captain in the Seventeenth Regiment of Foot, and fought under Wolfe at the capture of the city. His brother Alexander, was also a captain in the Forty-Third Regiment. But both left the military service and Richard went to New York, where he married into a wealthy family named Livingston, living at the time on the Hudson River. He later joined the revolutionary forces against England.

Mr. Thompson had the body of the dead officer conveyed to a small log house on St. Louis street (now No. 72) owned by one François Goubert, a cooper, opposite the residence of Judge Dunn, and ordered Henry Dunn, a joiner, to prepare a suitable coffin. This he complied with, in every respect becoming the rank of the deceased. In the presence of the army chaplain and others the body was low-

ered into a grave already dug in the gorge of the St. Louis Bastion, from where, forty-two years later, it was exhumed, Mr. Thompson pointing out the exact spot. The site of the grave is to be seen in the square which is surrounded by the buildings of the Ordnance Stores Corps on Citadel Hill, but where at one time the military prison was located.

Mr. Thompson was in possession of General Montgomery's sword from the time that the latter's body was found frozen stiff in a snowdrift the morning after the assault, and wore it while on duty on many occasions. However, he desired that if the sword was ever claimed by the Montgomery family, it was to be handed over to them. Later, it became the property of his son, Deputy Commissary-General James Thompson, Jr., and at the time of his death in 1869, at the ripe old age of 87, his nephew, Mr. Harrower, came into possession of the historic silver-mounted blade. It was presented to the late Marquis of Lorne, during his tenure of office as Governor-General of Canada, and it later became the property of the General's relatives, through the British Consul at New York.

Here are a few lines from Mr. Thompson regarding the sword :—"From the part I had performed in having had the disposal of the body of the General, which I interred, with permission, inside the St. Lewis Gate bastion, alongside the grave of my first wife, I considered myself entitled to withhold the General's sword, and which has remained in my possession to the present day, (31st July, 1828)."

The American prisoners of war, numbering several hundred, were confined in the Seminary, adjoining the Basilica, as well as in the Recollet convent, for some time, but the authorities later selected Murray Bay, the fashionable seaside resort of to-

day, as a suitable place for their detention. This is what Mr. Thompson had to say on this subject:—

“It having been decided that the whole of the State prisoners in our possession should be quartered in some place of security, and the remoteness of Malbaie, about 90 miles below Quebec, on the north side of the St. Lawrence, being considered as well adapted to the purpose, I received orders to proceed thither, and to erect a suitable building for their reception; accordingly, I selected a spot of ground, with the concurrence of the proprietor, Colonel Nairne, and laid down picketing for three buildings, contiguous to each other. The workmen, who were selected from among the prisoners themselves, were taken down with me, and I remained with them until the mason work rose about a foot from the surface, including a double stack of chimneys to each building. This service, from the circumstances of the country being unsettled with inhabitants, and the workmen being dissaffected, was exceedingly irksome. It was not long after I had left them under the directions of an overseer whom I had chosen, that an express announced their having all deserted, by means of two flat-bottomed boats, across to Kamouraska, where the river is twenty-one miles broad. From the vigilance of the Canadian peasantry, they were all, however, brought back to Quebec, for which act of loyalty the inhabitants met with a generous reward.”

Mr. Thompson left four sons, one of whom was a judge for Gaspé from 1828 to 1860, another received a commission in the Royal Artillery, the third was Deputy Commissary-General in Quebec, and the fourth also followed the military service and died in the West Indies.

As already mentioned, the city Post Office, erected in 1872, occupies the site of the famous Chien d'Or or Golden Dog building, to which so much romantic history is attached. Underneath the Golden Dog are the following lines :—

Je suis un chien qui ronge l'os,
En le rongeant je prends mon repos,
Un temps viendra qui n'est pas venu,
Que je mordray qui m'aura mordu.

In demolishing the ancient structure, a corner stone was found, on which was cut a St. Andrew's cross between the letters PH, under the date 1735. On this was found a piece of lead bearing the following inscription :

NICOLAS JACQUES,
DIT PHILIBERT,
m'a posé le 26 Aout,
1735.

The legend in connection therewith is told as follows :—In this building lived a wealthy merchant of the name of Philibert, who had many causes of complaint against the French Intendant, whose high position could not easily be assailed by the simple merchant without suffering severe retaliation ; he therefore satisfied his revenge by placing the Golden Dog with the attendant lines, above his door. Among other things, the Intendant had organized a vast trade monopoly, which received the name of La Friponne, whose transactions and dealings were most oppressive to the people, and in this he was resisted and sometimes circumvented by Mr. Philibert. It is also said that to annoy Mr. Philibert, the Intendant, the famous Bigot, quartered troops upon the Chien d'Or. Be this as it may, a quarrel ensued between Mr. Philibert and Mons. de la Repentigny, a boon companion of Bigot, in which

the former was fatally wounded and the latter fled to Nova Scotia, then Acadia, till he received his pardon from the King of France, Louis XIV, whereon he returned to Quebec. After the siege of 1759, he went to Pondicherry, where, meeting the son of his victim, he was killed by him in a duel.

At the conclusion of the Crimean War in 1855, England, after a long peace of forty years, found herself without the necessary military force to hold the extensive foreign possessions belonging to her, so decided to form a volunteer force both at home and abroad, and offered Canada a gift of the Admiralty and Ordnance lands to assist in creating a volunteer militia force of eight thousand officers and men. The proposition was accepted by our government and advertisements appeared in our newspapers generally to raise among other corps a body of Quebec volunteer cavalry from among those citizens who owned horses and were willing to join, to meet at the Albion Hotel, in Palace street.

This meeting resulted in sufficient recruits to form two troops of fifty-five men each, enlisting in the course of the winter season and commencing drill.

The officers were appointed by ballot, but before spring it was decided to offer the appointments to the original corps of sedentary militia cavalry officers, so that in this way a continuous maintenance could be made of the old organization.

The officers were:—Lieut.-Colonel, A. D. Bell; Major, W. H. Jeffery; Cornet, J. Bell Forsyth; Surgeon, Jas. Sewell; Assistant-Surgeon, James Stansfield.

Quarters in the old St. George's Hotel, in the Place d'Armes, were leased by the corps, as there was no club in Quebec then, and meetings were held

nightly there all the winter of 1855-56, for instruction.

In the following spring the two troops were inspected by Baron de Rottenberg, Adjutant-General, and the corps regularly gazetted. A riding school was built on the Grande Allée by the corps, and maintained until the permanent regiment of Royal Canadian Dragoons came into existence under the command of Colonel J. F. Turnbull.

The Volunteer Cavalry continued its active work and in 1870, had as its commanding officer Lieut.-Col. Forsyth, with eight other officers, ninety-one non-commissioned officers and men, and eighty-nine horses.

Colonel Turnbull for a time, before taking over the command of the Royal Canadian Dragoons, succeeded Lieut.-Col. Forsyth.

The name of the corps was changed later to that of "The Queen's Own Canadian Hussars".

Several of the troopers who joined the Royal Canadian Dragoons on its formation later became officers of the permanent force, and North-West Mounted Police, some of them holding high rank in Canada to-day. Among others, General Lessard, Lieut.-Col. Oscar Pelletier, formerly D.O.C. of number seven Military District; Lieut.-Col. A. O. Fages, of the Royal Canadian Artillery, and Lieut.-Col. J. A. Fages, of the Royal Canadian Regiment.

A cavalry corps had been in existence in Quebec since 1812, one having been formed by order of His Excellency Sir George Prevost, dated the 22nd April of that year. It was under the command of Hon. Matthew Bell, and among the members of the troop were such well known former Quebecers as Edward Hale, Benj. Racey, Hammond Gowan, Wm. Henderson, Alex. Gowan, Charles Hall, W. Price, W. Turner, D. Robertson, J. Dick, J. G.



Dalhousie Gate and Casemate.—Interior of the Citadel.

Clapham, James Black, James McCallum, W. Robinson, F. Petry, G. Burns, H. Connolly, F. Wyse, D. Flynn, Wm. Thomas, John Campbell, John Connolly, P. Burnet, F. Bell, A. Campbell, John Patterson. The corps was also in active service in 1837. Charles H. J. Hall, a former well known merchant at No. 4 Fabrique street, was the last survivor of Capt. Bell's cavalry of 1812. He was 89 years of age in 1881 and resided at St. Joseph, Beauce.

After the raid of 1864, on the St. Albans, U. S., banks, by soldiers of the Southern Confederacy, the Canadian Government, to prevent other incursions, organized three administrative battalions. The headquarters of No. 1 was at Windsor, Ontario; No. 2 at Niagara, Ontario, and No. 3 at Laprairie, P.Q. A company of the 9th Voltigeurs of Quebec joined the second. No. 2 Company "Diamond Harbor boys", of the 8th Stadacona Rifles, under Capt. A. H. Jackson, Lieut. Frost Wood Gray and Ensign H. S. Lemesurier, joined the Third Administrative Battalion, while the "Victorias", or No. 1 Company of the 8th, served in the First Administrative Battalion, leaving Quebec on the 2nd December, 1864, and were relieved at the end of April, 1865, by No. 5 Company, the "Ballytrammons", Capt. L. B. Dumlin, Lieut. Cochran and Ensign Joseph Louis, under Lieut.-Col. T. J. Reeve.

Richard Alleyne was Captain of No. 1 Company of the 8th, or "Victorias", and of the sixty-nine officers, non-commissioned officers and men, who were under his command at Windsor, but few Quebecers are known to survive, among them, Messrs. J. G. Scott, formerly well known as the General Manager of the Quebec and Lake St. John Railway, (who

was a corporal in the company), Private Calixte Lacoste, the optician of Fabrique street; Henry J. Ware, (Texas), Thos. Holloway, (Florida), George Black, (Vancouver), Mr. Magee, (Ottawa), and Peter E. Wright, of this city, the latter retiring with the rank of sergeant in 1869. Mr. Wright's two sons,—J. R. Wright and E. Wright,—served in South Africa with the First Contingent R.C.R., in 1899, being members of "E" Company. J. R. Wright has the Queen's Medal with four clasps, while his brother, who is still in the 8th Royal Rifles, is in possession of four medals, the Queen's and King's, for South Africa, the first one with four clasps, and the Coronation and long service medals.

A critical time in the history of the young Dominion were the years 1869-70, when the first Riel insurrection broke out in the North-West. For a year Fort Garry was in the hands of the insurgents, until they had to flee before the approach of the expedition composed of British regulars and Canadian militia, led by the late Lord Wolseley, better known then as Colonel Wolseley.

The force consisted of about 1,100 fighting men, out of a total of 1,300, of whom two battalions of seven hundred and twelve men were Canadians, from corps of the active militia, the remainder being composed of regulars from the 60th Rifles, a few artillery men, and a Commissariat Corps. The Second (or Quebec) Battalion of riflemen had among its officers Liet.-Col. L. A. Casault, Major A. G. Irvine, Capt. J. B. Amyot, Capt. John Fraser, Lieut. L. DeSalaberry, Ensign Alphonse de M. F. Deschambault, together with Surgeon Neilson.

The force left Toronto by train in detachments from the 15th May to the 1st June. From Port Arthur they sailed in whale boats through rivers and lakes, including the Lake of the Woods, Winnipeg River, Lake Winnipeg and the Red River (the fur traders' route) and many times were obliged to make long portages across the country, to escape rapids and other dangerous points.

"President" Riel, "Adjutant-General" Lepine and a few other followers had folded their tents and silently stole away, taking refuge across the American boundary on learning of the approach of the expedition. So hasty was Riel's exit from Fort Garry that he left his prepared breakfast untouched, and Colonel Wolseley and his staff, on reaching there shortly after, enjoyed the meal.

Of the Quebec officers there are but four survivors, after forty-five years:—Surgeon-Colonel Neilson and Lieut.-Col. Fraser, (both of whom took part in the second outbreak in the North-West, in 1885), Lieutenant Deschambault, as well as Col. A. G. Irvine, late commanding R.N.W.M.P. As a private and a resident of Montreal, Mr. Deschambault was at Windsor, Ont., with the Victoria Rifles, in 1864.

In April, 1869, notice was given by the Imperial Government of its intention to diminish the strength of the regular force maintained in the Dominion, which in the previous year was 13,185 of all ranks, but before the 25th of January of that year this number was very much reduced.

During 1871, the forts, barracks, stores, arms, guns and other military equipments, with the exception of those of Halifax and Esquimaux, were transferred by the Imperial authorities to Canada without any change of flag or sovereign.

After an occupancy of the fortress from 1759, the last of the regular army in this garrison, the 60th Rifles (who had just returned from the Red River expedition), and a detachment of artillerymen embarked on board a transport in the fall of 1871 and sailed for England.

Quebec was the scene on many occasions of great military activity and the withdrawal brought about numerous changes in its social and other conditions.

The parishes of Lake Beauport and Valcartier were formerly inhabited by a large contingent of pensioners—English, Irish and Scotch—who took to farming after leaving the army, and in the little Protestant and Roman Catholic cemeteries at these places are to be found many mounds of earth beneath which are the remains of men who fought under Wellington at Waterloo, in 1815, and for all one knows, others who took part in the famous charge of the Light Brigade at Balaklava and other engagements in the Crimea, and of which the poet Tennyson writes :

Their's not to make reply,
Their's not to reason why,
Their's but to do and die.

Adjutant Wolff, of the 60th Regiment, who settled in Valcartier after retiring from the army and was buried there, served in Egypt and in the Peninsula. He was in possession of a war medal with sixteen clasps and was wounded in five separate battles.

There are several veterans of the Crimea still with us, including Lieut. Shulldham S. C. Hill, of this city, and Mr. Heal, of Lake Beauport, the latter having served in the Royal Artillery. Lieut. Hill was formerly fleet paymaster of the Royal Navy

and served in the "Gladiator" at the bombardment and capture of several towns in 1854-55. He has the distinction of having been honored with four medals and six clasps as a reward for his services both on land and at sea.

From the time of the conquest England had expended many millions of pounds sterling—an immense sum, in fact—for the maintenance of her regular military and naval forces in this country, including the cost of the war of 1812, as well as for the construction of the fortifications, towers, etc. Quebecers, for years, shared in the benefits as a result of this vast expenditure. Of course, the cost of the militia was defrayed by Canada, but it was quite insignificant as compared with the millions expended by the Imperial authorities.

One well known authority gives Great Britain's expenditure in Canada for a century and a half at more than \$500,000,000 on fortifications and works, and over \$1,000,000,000 on the personnel of the army, with another \$1,000,000,000 on the naval defence for Canada on her two coasts.

At one time in the history of Quebec, even up to quite a late period in the last century, the regular soldiers in Canada were paid in Mexican silver. The money was brought from Mexico in war vessels and deposited for safe-keeping in the building now used by the staff of No. 7 Military District, on St. Louis street. The large iron door, through which the coin was passed into the safe, adjoining the paymaster's office, is still to be seen on the outside of the building. Until quite recently there was a large hook made fast to the ceiling, to which was suspended the scales used for weighing the coin. Formerly it was a common sight to see ordinary old style wood carts loaded with boxes containing the

silver going from the King's wharf to the commissary office on St. Louis street.

The Jesuit barrack, formerly known as the Jesuits' College, the corner stone of the latter laid in 1647, was demolished in 1877. This barrack, as well as the Citadel and the Artillery barrack, were for long years the home of the British troops. The stone building on the east side of Glacis street was built as quarters for the married men of the Royal Artillery and was occupied as such for years before being transferred to the Sisters of Charity after the regular soldiers left the garrison. This religious community was established in Quebec in 1849, when the mother house was built, and since that time the sisters have made wonderful progress in their charitable work with buildings covering the entire block, sheltering hundreds of orphans and aged and infirm people. Previous to the above year there was a female orphan asylum on the corner of St. Oliver and Glacis streets, with ten or twelve inmates under the care of a number of charitable ladies of Quebec, which was taken in charge by the sisters.

The Jeffery Hale Hospital, founded in 1865 through the generosity of Mr. Jeffery Hale, a former well known citizen, was also situated at one time on St. Oliver street. It was opened in 1867 and remained open until 1901, when the present spacious building on St. Cyrille street was ready for occupation. Among the first governors of the hospital were Rev. D. Marsh, Rev. Mr. Hale, Dr. Racey, Messrs. C. Wurtele, George Hale, William Brown and John C. Thompson.

CHAPTER VIII

FIRES AND AVALANCHES

Earliest Conflagrations on Record—Snow and Rock Slides—People Saved from Watery Graves—Ice Shove Results in Serious Damage to Shipping—Frigate "Aurora" in Port During the Winter of 1866-67

FROM the earliest days in the history of Quebec, great conflagrations have swept over the city from end to end, causing enormous destruction of property, rendering thousands upon thousands of people homeless and entailing tremendous financial losses, as well as suffering and almost starvation on the victims. These fires, however, were responsible in a large measure for the present day substantial homes, as the wooden buildings, after a conflagration, were replaced by stone and brick and thus offered greater resistance to the devouring element, aided, of course, by a modern fire brigade and improved water service.

The first conflagration mentioned in the history of Quebec occurred on the 5th August, 1682. On that occasion all the wooden buildings in the Lower Town, with the exception of one owned by Sieur Aubert de LaChesnaye, were burned.

During the siege, in 1759, the majority of the houses in the Upper Town, as well as the Lower Town, were burned as a result of the bombardment from British guns in position on the heights at Point Levis. In one night, on the 23rd July, eighteen houses in the Upper Town were destroyed,

while on the 9th August, the church and 135 buildings were destroyed in the Lower Town.

On the 10th November, 1793, a fire took place in the residence of a man named Jugon, in Sault-au-Matelot street, when twelve houses were destroyed and an eight-year-old child burned to death. Lord Dalhousie, the Governor-General at the time, and the Duke of Kent, great grandfather of our present King, worked like ordinary firemen in assisting to subdue the flames.

On the 6th September, 1796, the stables of Hon. Thomas Dunn, on St. Louis street, near Ursule, took fire and spread to adjoining houses, fourteen in all being burned, together with the total destruction of the church and convent of the Recollets. The latter structures were located partly on the ground on which the English Cathedral now stands. The first stone of the Cathedral or Church of the Holy Trinity was laid on the 11th August, 1800, and the last one was laid on May 1st, 1804.

On the 17th June, 1798, fourteen houses in St. François, Ste. Famille and St. Joseph streets, (Upper Town), were destroyed.

On the 10th September, 1836, a fire declared itself in the store of Messrs. Strang, Langevin & Co., on the King's wharf. As a result of this fire ten residences and six large stores were burned with a financial loss of \$300,000.

On the 24th November, 1836, the residence of a man named Kelly, at Près-de-Ville, as well as over fifty other homes in Champlain street, were burned.

On the 28th November, 1838, another serious blaze occurred in Champlain street, starting in the residence of a man named Shanahan, when fifty houses were destroyed and two hundred families rendered homeless.

In 1840, on the 30th September, there was a des-

tructive fire in the Lower Town. A large number of stores and private dwellings in St. Peter and Sous-le-Fort streets were destroyed. The Church of Notre-Dame des Victoires was saved with difficulty.

On the 7th June, 1862, over one hundred houses were burned in Montcalm ward, thirty-eight on Scott street alone. On this occasion, St. Louis suburbs was saved by the work of the military men.

On the 22nd June, 1865, one hundred houses and some fifty other buildings were destroyed and between five and six hundred families rendered homeless in Champlain street.

There were other fires of more or less importance on the Cape, St. John suburbs and St. Roch's, between 1849 and 1892, including that at Hedleyville, on the 9th September, in the last mentioned year, when seven hundred persons were rendered homeless.

Wednesday morning, 28th May, 1845, shortly after 10 o'clock, a disastrous fire declared itself in Richardson's tannery on Arago street, near St. Valier street, St. Roch's. It was the first serious fire recorded in that district, and it raged with the utmost fury until six o'clock in the evening. The flames in that time swept over a mile of territory, reaching to the river and burning down everything in their path, including hundreds of homes of the poor, stores, convents, churches, shipyards, even to the plank roadway. Practically the whole of St. Roch's to Canoterie street, in the Palais, was wiped out, including twelve hundred houses—the home of Mr. John Glass with the number. In this fire five lives were lost, among them a woman and her two children, who were unable to escape from the Government woodyard, notwithstanding

the heroic efforts of Mr. J. K. Boswell and a Mr. Bailey to save the victims.

While the fire was raging on St. Charles street, there was danger of a terrific explosion, as sixteen hundred barrels of gunpowder, which had only recently arrived from England, were stored in the magazine on the ramparts in rear of the Hotel-Dieu Hospital. Colonel O'Neil, who was in command of the artillery in the garrison, despatched his men to all parts of the city to notify the people of the danger. This added to the panic and the unfortunate fire victims, as well as thousands of other residents, sought safety on the Cove Fields, Plains, and along the St. Louis, St. Foy and other roads, with what few valuables they could carry until the fire was brought under control and the danger of an explosion at an end.

St. Roch's Church, on St. Joseph street, built on ground donated by Mr. John Mure, a Presbyterian, who represented the Upper Town division in Parliament from 1810 to 1814, was first constructed in 1811, but was destroyed by fire on two occasions at least. St. Peter's Church, on St. Valier street, at the foot of the St. Augustin street stairs, dates from 1842, but was rebuilt the year following the great fire. At a still earlier period a private dwelling in St. Roch's was used as a chapel, while one flat was occupied as a home for male orphans belonging to the Church of England.

On the 28th June, in the following month, at midnight, a disastrous fire broke out in d'Aiguillon street, near d'Youville street. The greater portion of St. John suburbs was destroyed, including one side of St. John street, St. George, Richelieu, d'Aiguillon, St. Oliver and other streets to the edge of the cliff overlooking St. Roch's. It extended as far out almost as the toll-gate, as well as a large

portion of what was then known as St. Louis suburbs, now Montcalm ward. It was after this fire that St. John street without the gate was widened.

As a result of these two fires sixteen thousand people, one-third of the population of the city, were rendered homeless, and the property loss was estimated at over two million dollars.

In the latter fire 1,304 buildings were destroyed. Included in the buildings burned was the sexton's residence, with the Free Chapel in the Protestant Cemetery on St. John street. St. Matthew's Church stands on a portion of its site. The latter was built in 1848, but since then has been enlarged several times.

The victims of the two fires were lodged in tents on the Cove Fields, in the Customs House, school house on Glacis street, City Hall, the large house attached to the St. Louis Cemetery on DeSalaberry street, the school of the Fabrique in St. John suburbs, and in the large building in rear of the Marine Hospital, etc.

On the 14th October, 1866, which date fell on a Sunday, the greater portion of St. Roch's, which escaped in 1845, was wiped out. No less than 2,000 buildings were destroyed, including the homes of the poor, stores, churches, convent, market, etc., resulting in a very large financial loss and rendering thousands of people not only homeless, but penniless, with the loss of several lives. During the progress of this great fire, a popular lieutenant of the Royal Artillery, named Henry Edward Baines, was injured in an explosion, which resulted fatally. A beautiful monument to his memory stands in the military section of Mount Hermon Cemetery. Sergeant Henry Hughes, a member of the same corps at the scene at the time, was severely burned.

This fire was followed by another much less dis-

astrous one in the same district, on May 24th, 1870.

On the 30th May, 1876, a fire broke out in the St. Louis suburbs, now known as Montcalm ward, when some six hundred homes in Artillery and other streets were wiped out. Accommodation was provided for many in the Jesuit and Artillery barracks, until such time as they could make another start in life.

Early in the evening of the 8th June, 1881, still another cry of fire was raised, this time in St. John suburbs, when 800 buildings were destroyed and 1,500 people rendered homeless. It started on Ste. Geneviève street, just below Richelieu, and swept through the streets out to where the car barns are now situated, with astonishing rapidity. The flames licked up everything in their path, including stores and dwellings on St. John street, and the massive and costly St. Jean Baptiste Church.

In 1889, on May 16th, the city suffered from another calamity, again in St. Sauveur, when a large part of that ward of the city (700 houses) was once more destroyed. Sixteen hundred people were rendered homeless. During the progress of this fire two brave members of "B" Battery, quartered in the Citadel—Major Short and Sergeant Wallick—lost their lives. They were accorded a public funeral and a monument to their memory stands on Grande Allée, facing the Drill Hall.

From an early date in the history of Champlain street, in fact from 1836 to 1889, so far as can be gathered, there had been an awful toll of deaths as a result of the fall of snow and rock from Cape Diamond, not to speak of the occasions of light falls when people escaped injuries.

In the period mentioned above there have been no less than two death-dealing snow avalanches and

five rock slides from the towering heights on which the Citadel stands, and further west, under the brow of the Cove Fields.

The first snow slide, so far as known, occurred on the 9th of February, 1836, under the Citadel, in which two men who were passing along the street at the time were overwhelmed; one, however, was rescued alive. This slide was caused by the concussion as a result of the firing of the noon day gun.

The second snow slide of serious consequence took place on the 3rd February, 1875, at 9 p.m., opposite the Mariner's Chapel—better known as St. Paul's Church, built in 1832—when several houses were wrecked and two families named Haberlin and Gibson were buried under a mountain of snow. Among the killed were Mrs. Haberlin, an aged widow, and John Gibson, as well as his wife and five of their children, the latter ranging in ages from one to nine years.

On the 17th May, 1841, between 11 and 11.30 a.m., the first avalanche of rock on record occurred opposite to where the offices of the Marine Department are now situated. Masses of rock and earth rolled down from Cape Diamond, when five buildings, occupied as coopers' shops and private residences, were crushed to atoms, and one or two damaged. Some thirty-two persons were consigned to an awful doom as a result.

On Sunday, the 9th June, 1842, another rock slide happened when three houses, occupied by Messrs. Lowell, Cummings and Quigley, were destroyed, but fortunately no lives were lost, due, no doubt, to the fact that it being a Sunday, and in daytime that the accident occurred, all the inmates of the ruined buildings were either attending church or were on the street.

On the 14th July, 1852, the residents of Cham-

plain street, in the vicinity of Baldwin's shipyard, Cape Blanc, suffered another calamity, when at four o'clock in the morning a mass of rock and other debris came down with a crash, wrecking two dwellings, one occupied by Robert Webb and the other by John and Robert Elliott, several of the inmates being killed. Mr. and Mrs. John Elliott were fortunate to escape from one of the buildings, though injured, but two of their children perished. Robert Elliott and wife, as well as their four children, had a marvellous escape. Mr. and Mrs. Webb, two children and a servant girl, who occupied a lower flat, were killed, but five other children, sleeping upstairs, escaped.

On the same day and year another slide of rock occurred at seven o'clock in the morning at Lampson's Cove. There were no casualties, but Mr. Twedell's foundry was destroyed.

On the 11th October, 1864, at five o'clock in the afternoon, without the slightest warning, a great body of rock came rolling down the slope under the King's Bastion, into Champlain street, when two houses (Nos. 58 and 60), were crushed in, and four persons of one family killed, Mr. and Mrs. John Hayden and two of their children, aged eight and nine years. Four or five others were seriously injured in this avalanche.

On Thursday, the 19th of September, 1889, between seven and eight o'clock in the evening, the residents of the city were again shocked to learn that still another slide or avalanche had occurred on Champlain street, between the Marine Department offices and Allan's wharf, resulting in the loss of over forty lives—men, women and children—and some thirty injured. The writer was on the Dufferin Terrace when the accident occurred, to keep an engagement with several of the very men who

met such tragic and sudden deaths, and hurriedly made his way to the scene and assisted in carrying the dead and dying from among the debris. In many cases the unfortunates never knew what had happened, death being instantaneous, as the tons of great boulders came crashing down from the slope, carrying away substantially constructed stone buildings and burying the inmates in the wreckage. It took several days before the search for victims was completed. Indeed, after working for nearly a week, one aged man named Kemp was found still alive. He died soon after being removed to the Hotel-Dieu, as a result of his enforced imprisonment for over one hundred hours. His only companion, while momentarily awaiting death, was a faithful cat that warded off the rodents from its master. The cat made several trips to the outer world, but never deserted him for any length of time until his final rescue.

Many well known residents of Champlain street were among the killed, and in one case, a father, (Mr. Henry Black), and his two sons were crushed to death, while Mrs. Black and daughter miraculously escaped, with serious injuries, however. Among others of those killed at the time and who are still well remembered, were the following: R. Leahy, P. Fitzgerald, W. Power, T. Berrigan, his son, (Dennis Berrigan), Richard Maybury, wife and son, Mr. Deahy, Mrs. Bradley and four children, Miss Walsh, Mrs. Kemp, Mrs. Kennedy, Mrs. W. Bracken, Mrs. S. Burke and two children, Charles Allen, wife and daughter, Thos. Farrell and several children, Mrs. Martin Ready, John Henry and wife, John Miller.

There are many heroic deeds to the credit of Quebecers on record, which are not known to the

younger generation, and almost, if not wholly, forgotten by the elders. So that it is well to bring them into the limelight once more, hence several acts of bravery are here noted.

One of the best known life-savers in Quebec, and for that matter possibly anywhere else, is Mr. Patrick Murphy, who, though still comparatively a young man, has so far succeeded in snatching from a watery grave, as it were, no less than twenty-seven persons, men, women and children. The majority of his rescues were of people who had fallen over the Champlain market wharf. As a reward for his noble work, some years ago, he was presented with a testimonial by the citizens of Quebec, in the shape of a purse containing \$550 in cash and a valuable clock, together with a bronze medal of the Royal Humane Society of England.

Another rescue worthy of note occurred in the seventies, when two prominent citizens of Quebec, Messrs. Daniel McGie, broker of Peter street, and the late Jeremiah Gallagher, C.E., civic waterworks manager, were the principal actors. They bravely leaped from the steamer "Maid of Orleans" to the rescue of a man who had accidentally fallen from the boat when nearing the Champlain market while returning from the Island. They kept the man afloat until assistance was at hand and a final rescue effected.

The Sanford gold medal, which is awarded by the Board of Investigating Governors of the Royal Humane Association for what they considered to be the most conspicuous act of bravery, during the year 1897, was awarded to Rev. F. G. Scott, Rector of St. Matthew's Church, Quebec. On a very dark night of October 10th, with the thermometer below freezing, a heavy wind blowing and a strong tide running, the reverend gentleman, without a mo-

ment's hesitation, plunged into the river at the Champlain market wharf to rescue a man who had fallen into the water. Only the light from a steamer's port-hole enabled him to discern the struggling person in the water, and at the peril of his own life, Mr. Scott reached the man and held him above the water until a line was thrown him. His Honor the Lieutenant-Governor made the presentation at the New Year's day reception, at the Parliament Buildings.

There was still an ice-bridge between Quebec and Levis on the 8th May, 1874, the key of which was at last broken at high tide by the ferry steamers and was followed at 3.30 in the afternoon of that day by a great shove, the bridge coming down from Cap Rouge practically en bloc with the ebb tide. It carried away almost everything in its path at Blais' booms and the immediate vicinity, including wharves and piers, in addition to sailing and steam craft wintering in that neighborhood. Nearly one hundred vessels in all were damaged.

The present day generation can well be surprised at the state of affairs under the above conditions—a solid ice-bridge with passengers crossing to and fro in sleighs, while in the city almost summer conditions prevailed.

There was an ice-bridge opposite the city as late as 1898, when it took on the 22nd January and broke up on the 10th April.

On one occasion, in order to assist in the formation of an ice-bridge, a Captain LeBreton was permitted to connect large pieces of floating ice by strong chains of iron. The experiment was a failure, however, as the chains snapped like threads as the ice moved with the tide.

A novel experience for Quebecers was to have the frigate "Aurora" wintering in port in 1866-67. She was a wooden vessel, sheathed with copper, of 2,550 tons and carried 35 guns. Her commander was Captain A. F. R. DeHorsey. She was moored in the inner side of the breakwater, and the better to protect her crew from the elements in that cold and bleak spot, was housed in from stem to stern. During the stay of the vessel the officers and crew mingled freely with the citizens and the former gave several receptions and balls on board, which were largely patronized by the elite of the city.

The vessel was opened to the public on two days a week. The "Aurora" left port in 1867, as soon, in fact, as the river was clear of ice. She made several more voyages to Quebec before being finally put out of commission.



Ancient St. John's Gate (inside) Demolished in 1865.

CHAPTER IX

TRAVELLING OVERLAND IN WINTER

Sleighs the Only Means of Transportation—Canadian Express Co.
—Castle St. Louis Fire—Dufferin Terrace and Laval Normal
School—Hackmen, Market Gardeners and Milkmen on the
Cape—First Telegraphic Service—Introduction of the Telephone
Business—Historical Points in the City

SOME sixty years ago, a date still fresh in the memory of many yet in the land of the living, the only mode of travelling between Quebec and the outside world, from at least November to May in each year, when the steamboat service on the St. Lawrence was interrupted, on account of the ice in the river, was overland by horse and sleigh.

This style of transportation was in vogue for many generations previous to 1854, the year that the Grand Trunk Railway first reached Levis, the line having been extended from Richmond, when the stage coach was discontinued between Quebec and Montreal.

It was continued for years later along the south shore to Rivière du Loup and points lower down, and from Quebec to Lake St. John by two routes, one via Stoneham, and the other via Ste. Anne, St. Joachim, Murray Bay, etc. There was quite an extensive travel in this latter direction, the Messrs. Price being the most distinguished passengers on the way to their extensive lumber limits in the Saguenay district.

Mr. John Thompson, although still hale and

hearty, and the proprietor of a livery stable on St. George street, loves to talk of his old time experiences with the ribbons while driving a tandem harnessed to a long covered sleigh between Quebec and Montreal, a distance of one hundred and eighty miles, along the north shore and return, day in and day out, for several winters. Each sleigh carried the Royal mail in addition to four passengers, who were permitted to have but one trunk with them per head, the cost of the single trip being \$10, not including meals. Although not by any means so extensive then as now, the mail matter required the greatest care and attention on the part of the driver to guard it from mishap while on the journey.

Mr. Thompson, who covered this route in 1852, was employed by Mr. Hough, who, at the time, was proprietor of a large livery stable situated for years on Ste. Anne street, and for his services, which can readily be imagined were both arduous as well as dangerous, received the princely salary of \$4 per month and board.

The better to guide the horses while on the journey, the driver at all times was obliged to remain standing on the front of the sleigh, defying the elements; in fact, allowing nothing to interfere in any way with his duty towards the safety of the passengers and horses under his care. Many times the driver was forced to undergo severe hardships during heavy snowstorms or the prevalence of a spell of extreme cold weather. As an example, on one occasion, Mr. Thompson, while journeying to Quebec, took no less than sixteen hours to cover the distance from Les Ecureuils to this city, some thirty-five miles, on account of stress of weather, during which time, of course, the passengers as well as the driver suffered considerably. It was no rare thing for travellers to have their ears or faces frost-bitten, as

well as undergo other hardships while on their way to Montreal, or vice versa.

In fine weather the drive was rather a pleasant experience, when all made merry, but during or after a storm, when the sleigh for one reason or another might leave the beaten track or run into a snowdrift, the trouble started, and it was necessary for all on board to leave their comfortable seats to assist in the work of placing the sleigh on the road again. Then during excessively cold days, especially when starting out at five o'clock in the morning, before daybreak, in fact, the passengers were obliged to perform pedestrian feats which would surprise some of our younger generation of to-day.

The tandem left Quebec daily at five a.m. and usually reached Three Rivers the same evening at seven o'clock. Here it was necessary to remain until the following morning at 7 o'clock, when the journey was resumed, and, barring accidents, all would arrive safe and sound in Montreal before 8 o'clock the same evening. The entire distance was covered in about twenty-eight hours, (as compared with some five hours to-day), which was considered very fast time, especially when it is taken into consideration that a delay of ten minutes or more was necessary every fifteen miles in which to change horses.

The route of travel was along the King's highway via Ancienne Lorette, St. Augustin, Pointe aux Trembles, etc. Meals were served at St. Augustin, Deschambault and other places. But ten to fifteen minutes were allowed to partake of refreshments at each eating house.

Previous to the time that the Grand Trunk trains reached Levis from Richmond in 1854, the two points were covered by sleigh in winter as on the north shore.

The conveyance of flour and other necessary freight from Montreal to this city in the long ago was quite an expensive affair, as the journey usually occupied three days, there being no relay of horses, which necessitated several long stoppages en route to afford rest for both man and beast.

In 1852, there were two well known livery stables in Quebec, the Hough's and Joe Gauvin's. The latter also managed a stage line from Quebec to Montreal and carried both passengers and mail in opposition to Mr. Hough. These lines were known as the "Blue" and "Red" lines, the blue operated by the latter, and the red by Mr. Gauvin.

A mail courier on one occasion, while on his way to Quebec from Lorette, with the thermometer hovering around the forties, was frozen to death. The horse arrived at the Hough stables, on Ste. Anne street, on time, but it was discovered that the unfortunate driver, who still held a tight grip on the lines, and sitting upright, was lifeless.

Shortly after the year 1850 the Canadian Express Co., under the name of Pullen, Virgil & Co., and later known as the British American, commenced business at first with tri-weekly trips between Quebec and Montreal. The express messenger, during the season of navigation, ran on the boats. At the close of navigation the business was transferred to the Grand Trunk Railway at Montreal, when that road was opened to Portland, Maine. The Quebec portion of the express business was carried by a messenger named Prindle as far as Richmond via Grand Trunk and from there transferred by tri-weekly stage to Point Levis, where it was ferried in a special canoe used by the express company to and from Levis and Quebec before the era of ferry boats. The canoe trips continued for many years when an ice-bridge did not form. Our well known fellow-

citizen, Mr. W. C. Scott, was in the employ of the Canadian Express Co. for over fifty years, for a lengthy period previous to his superannuation filling the position of agent here.

Quebec's grand promenade is not alone the pride of tourists, but of our own citizens as well. It dates from the year 1834, when the ancient Castle St. Louis, built in 1647, situated on a part of the ground where the Terrace now stands, at the edge of the cliff, at the north end, was destroyed by fire on Thursday, 23rd January, in the above year, while occupied by Lord Aylmer and family. The fire started at 9 a.m. and continued all day, burning downwards from the third or upper story. By sundown the entire building was a ruined mass and nothing remained of the famous castle, which received slight damage during the sieges of 1759 and 1775; but the blackened walls. The day was excessively cold, the thermometer registering twenty-two below zero. As a result the hand engines were soon frozen up and the hose and everything connected with them could only be kept in anything like working order by the use of warm water, which was furnished from the breweries and the religious communities. The castle was the scene of many festive occasions, including the entertainment in 1787 of His Majesty King William IV, then a naval officer on H.M.S. "Pegasus", the first member of the English Royal family to visit Quebec. The Duke of Kent, great grandfather of King George, who served with his regiment, the Seventh Royal Fusiliers, here in 1791-4, was also entertained in this historic building.

It was Lord Durham who caused the ruins of the castle to be removed and built the first terrace, which was called after him for years. It was less

than one-quarter of the length of the present promenade, reaching only to within a few feet of the first kiosk.

On the 18th October, 1878, the corner stone of the new terrace or extension was laid by Lord Dufferin, and it was inaugurated on the 9th June of the following year by His Excellency the late Marquis of Lorne, who had succeeded Lord Dufferin as Governor-General of Canada, and the name was changed from Durham to Dufferin. At a later period, it was still further lengthened and is now some fourteen hundred feet long.

On the site of the Chateau Frontenac stood the Haldimand House, or Old Castle, the corner stone of the latter being laid on the 5th May, 1784, by the Governor-General, Sir Frederick Haldimand. It was used as a vice-regal residence, council room for the Legislature and for other Government purposes. For years previous to its demolition, to make way for the Chateau Frontenac, it was occupied by the pupils of the Laval Normal School. This school was inaugurated at the castle on the 12th May, 1857, and occupied the building from that date until 1860, when the place was required by the Government. For six years the school was held in the Jesuit Fathers' residence on Dauphine street, but in 1866 it was again opened in the old castle and continued there until 1892. The late Bishop Horan, of Kingston, Ont., was the first principal of the school. He was a native of this city and an uncle of Rev. Eustace Maguire, parish priest of Sillery.

The hackmen were wise in their generation, in the olden days, and in order, no doubt, to be within easy call of the Castle St. Louis, when it was the scene of great social events under the French as well as the English regimes, occupied a portion of the ground now known as the Cape, as a cab stand.



General Hospital.—One of Quebec's Ancient Landmarks



Ursuline Chapel.—Where General Montcalm was Buried.

Other portions of this locality were used by market gardeners, milkmen, tradesmen and others. It was only about 1830 that the idea was conceived to reserve this district for the erection of stately private residences, when the milkmen and gardeners were bought out and they removed to St. John suburbs and St. Roch's.

While Montrealers can lay claim to having been in advance of Quebec in the telegraphic service, an office of the Montreal Telegraph Company having been opened there in August, 1845, the first message was flashed across the wire from this city a few weeks later, in November of the same year. Mr. F. W. Gisborne was the first operator in Quebec and had an office in the top story of the Exchange Building. He was here but a few months when he left to start the line east of Quebec, on the south shore, and was replaced by John A. Tooney. The latter remained until 1848, when he resigned to open the Bytown, (now Ottawa) line from Montreal. This operator was replaced from time to time by Mr. N. W. Bethune, who, at a later period, became Superintendent of the Company, and is still alive at the age of 86 years, residing at the Capital. Mr. G. W. Purkiss was the next man in control of the keyboard, but took charge of the Grand Trunk Railway lines when they were first operated. The telegraph world in Canada at this time was a very small affair. The operator in charge of the Quebec office had a staff of but one man to aid him, an army veteran, who not only cleaned the battery and made himself generally useful, but delivered the messages as well. Mr. Bethune was obliged to employ his lunch hour, while in Quebec, as a substitute on several occasions in 1847-48, by crossing to Point Levis and sending or receiving any business there was

with Rivière du Loup, or another office on that line in charge of Hartly Gisborne. The service had not as yet reached Father Point. Our well known fellow townsman, Mr. James Geggie, for many years and still manager for Messrs. Ross & Co., had the reputation of being not only a practical man in the business, but the most expert and fastest operator in Canada, and his services with the company from 1852 extended over a period of four years. During that time he had charge of the wires between Halifax and Quebec and the work of receiving the Crimean war news from there devolved upon him, which he also later transmitted to Montreal. In those days there was but one wire to the sister city. About this time, Mr. Edwin Pope, presently superintendent of the Government telegraph system on the north shore, joined the staff of the Montreal Telegraph Company as a boy, (with his brother), and his services extended over a period of some fifty years, he only retiring a short time ago, after attaining to the rank of superintendent of the Great North-Western Co. lines from Montreal to Moncton, N.B. Mr. Pope has seen great changes in the telegraphic service of the country.

When the work of stretching the wires was begun the people, especially in the country districts, through which the lines passed, could not imagine for a moment how messages were to be carried to and fro over the wires. They were fully convinced that the new invention was the work of the evil spirit.

The cable connecting Ireland with Newfoundland was laid in 1857.

The first commercial use of the telephone in this city was early in 1878, on the local messenger district telegraph system, the instruments used being

what were known as the Edison type. The messenger business at that time was operated by the late Mr. E. P. Mohr, under the supervision of Mr. Edwin Pope.

In October, 1879, the Bell telephone exchange system was first introduced here by the Dominion Telegraph Company, and the exchange, consisting of about twenty-five subscribers, was located at No. 86 St. Peter street.

The first long distance line into Quebec was the Quebec-Levis line, built in 1882. The first Montreal-Quebec line was constructed in 1890.

From very small beginnings the Bell Company has made great strides, with a score of long distance lines running into the city, with thousands of subscribers and a switchboard with an ultimate capacity of 10,400 instruments.

The following is a list of the historic tablets in Quebec, together with the inscriptions and where located :—

1613—To be erected in the playground of the Quebec Seminary. (Exact location not yet determined):—"Here stood the house of Guillaume Couillard, employé of the Company of the Hundred Associates, who arrived in Quebec in 1613 and who died on the 4th of March, 1663".

1615—On face of building at corner of Sous-le-Fort and Little Champlain streets (foot of Breakneck Steps):—"The approximate site of the first chapel erected in Quebec by Champlain in 1615. It was destroyed by fire during the occupation of Quebec by the Kirkes from 1629 to 1632".

1620—Beside the Upper-Lower Town elevator office on the Terrace:—"Here stood the Fort and Chateau St. Louis. The Fort was erected in the year 1620; within its walls the founder of Quebec died on December 25th, 1635. The Chateau was the residence of Governors of Canada. Begun by the Chevalier de Montmagny, reconstructed by Count de Frontenac, enlarged by Sir James Craig. This building was destroyed by fire on the 23rd of January, 1834".

1633—Outside of the gate leading to the Bishop's Palace at the top of Mountain Hill:—"Here was erected, in 1633, the Church of Notre-Dame de Recouvrance under the direction and in fulfilment of a vow of Samuel de Champlain, first Governor of New France.

Restored and enlarged in 1634. It was destroyed by fire on the 14th of June, 1640".

1635—On the front southeast corner of the City Hall:—"On this site stood the Jesuits' College, founded in 1635. Destroyed by fire in 1640, rebuilt in 1647, considerably enlarged in 1725. It was occupied partly by British troops and public officers, from 1759 to 1776, as a barrack from 1776 to 1871, and finally demolished in 1877. The church attached to it, which extended towards Ste. Anne street, was erected in 1666 and demolished in 1807".

1639—On face of Blanchard's Hotel, opposite the front of the Notre-Dame des Victoires Church, Lower Town:—"On this site stood in 1639 a house belonging to Noël Juchereau des Chatelets, which was the first residence of the Venerable Mother Marie de l'Incarnation and of the Ursuline Nuns in Quebec".

1640—At the corner of Garden and Anne streets, northwest corner of the English Cathedral grounds:—"On this ground stood the trading house of the Company of the Hundred Associates. It served as a parish church after the burning down of Notre-Dame de Recouvrance on the 14th of June, 1640, and also served as a place of residence for the Jesuit Fathers from 1640 to 1657".

1644—Beside the Ursuline Chapel on Parlor street:—"On this site stood the house of Madame de la Peltrie. It was built in 1644, and within it resided for two years (1659-1661) Monseigneur de Laval, first Bishop of Quebec. It was replaced by the present day-school of the Ursulines in 1836".

1650—On the northeast corner of the Court House, Place d'Armes:—"This ground, which formerly extended to the east, and was occupied by the Seneschal's Court about the year 1650, became in 1681 the property of the Recollets, who erected on it a church and monastery which were destroyed by fire in 1796. The old Court House built at the beginning of the 19th century was also destroyed by fire in 1873, the present edifice taking the place shortly afterwards. The adjoining Anglican Cathedral occupies part of the grounds once held by the Recollets".

1668—On the face of the Boswell Brewery Office at the foot of Palace Hill, (Nicholas street):—"On this site the Intendant Talon erected a brewery in 1668 which was converted into a Palace for the intendants by M. de Meulles, in 1686. This building was destroyed by fire in 1713, reconstructed by M. Bégon; it was again damaged by fire in 1728, restored by M. Dupuys in 1727; it was finally destroyed during the Siege of Quebec in 1775".

1681—On the hill side of the Chinié Hardware Co.'s building at the foot of Mountain Hill, (corner of St. Peter street):—"Here stood in 1681 the dwelling house of Charles Aubert de la Chesnaye, one of the most prominent merchants of Quebec in the seventeenth century, the ancestor of the de Gaspé family".

1687—Half way down Mountain Hill (opposite Chabot's bookbindery):—"Within this enclosure was located the first graveyard of Quebec, where interments were made from the early days of the Colony up to 1687".

1688—On Notre-Dame des Victoires Church, Lower Town:—"This church, erected in 1688, under the name of L'Enfant Jésus, on the site of the old "King's Store", took the name of "Notre-Dame de la Victoire" in 1690, and of "Notre-Dame des Victoires" in 1711. The square in front of the church was used as the market place of Quebec during the French Regime and around it stood the residences of the principal merchants of that time. In the centre of the square in 1686, the Intendant Champigny erected a bronze bust of Louis XIV".

1690—On the fence of the garden at the upper end of Mont-Carmel street (up Haldimand street and to right on Mont-Carmel street):—"On this height, called Mont-Carmel, there stood in 1690 a stone windmill whercon was mounted a battery of three guns, and which served for a redoubt during the Siege of Quebec by Phipps. It was called 'Le Cavalier du Moulin'".

1691—On the wall of the Cartridge Factory, half way down Palace Hill:—"Here stood Palace, or St. Nicholas Gate, built in 1691, restored successively in 1720 and 1790; it was rebuilt from 1823 to 1832, and finally demolished in 1874".

1692—Corner of St. Peter and Mountain Hill on the McCall & Shehyn Building, (northwest corner):—"On this site stood the convent of the Nuns of the Congregation, established by Sister Bourgeoys in 1692, and occupied by the said religious community up to 1842, when it removed to St. Roch".

1746—On the Marine Department Building, Champlain street:—"In 1746, Louis XV, King of France, took possession of this area of ground in order to establish a new shipyard for the building of his vessels. Here stood the first Custom House erected by the British Government in Quebec after the cession".

1758—Located on the Ramparts, between St. Flavien and Hamel streets, (previous residence of Sir Lomer Gouin, Premier of Quebec Province):—"On this site stood the house where Montcalm resided during the years of 1758 and 1759".

1776—On the Citadel Hill, not far from St. Louis street (right hand side going up):—"In this place was buried, on the 4th of January, 1776, along with his two aides-de-camp, McPherson and Cheeseman, and certain of his soldiers, Richard Montgomery, the American General who was killed during the attack on Quebec on the 31st of December, 1775. In 1818 his remains were exhumed and removed to the precincts of St. Paul's Church, New York".

1784—By the baggage office of the Chateau Frontenac, (St. Louis street):—"Here stood the Chateau Haldimand, or Vieux Chateau, occupying part of the outworks of the Fort St. Louis. Begun in 1784, completed in 1787. This edifice was displaced by the erection of the present Chateau Frontenac in 1892".

1791—On the front of the "Little Shop" at the corner of St. Louis and Haldimand streets:—"This building was the residence of the Duke of Kent, father of Queen Victoria, during his stay in Quebec, from 1791 to 1794".

1797—On the new portion of the City Post Office, Mountain Hill (Tablet removed during construction of Post Office):—"Prescott Gate built in 1797; rebuilt, 1815; torn down, 1871-72".

1806—Still in the National Battlefields' Commission's Office, (2 Cook street). To be placed on the Baillairgé dwelling in St. Flavien street:—"Here was established, in 1806, "Le Canadien", the first French newspaper published in Quebec".

1866—Corner of St. Flavien and Couillard streets, (No. 14 St. Flavien):—"In this house François-Xavier Garneau, the historian of Canada, lived for several years and here he died on the 3rd February, 1866".

1775—On the Molson's Bank Building, Lower Town (St. James street, between St. Peter and Sault-au-Matelot streets):—"Here stood her old and new defenders uniting, guarding, saving Canada, defeating Arnold at the Sault-au Matelot Barricade on the last day of 1775; Guy Carleton commanding at Quebec".

1775—Tablet on the cliff above Champlain street near Allan-Rae Steamship Company's Wharf:—"Here stood the Undaunted Fifty safeguarding Canada, defeating Montgomery at the Près-de-Ville barricade on the last day of 1775; Guy Carleton commanding at Quebec".




Palace Gate (on Palace Hill) Demolished in 1834.

CHAPTER X

THEATRICALS IN QUEBEC

Talented Local Company as Early as 1816-17—The Quebec Dramatic Club—Theatre in Champlain Street—Haymarket Theatre—Trinity and St. Patrick Churches—St. Patrick's Day, 1819—Laval University—Visit of the Prince of Wales—Soldiers Reach Here in Midwinter—Stadacona Club—Quebecers Who Fought for the Pope

NE may be accused of exaggeration or prejudice in favor of the players who graced the Quebec stage in the early period of the nineteenth century, but in quality of acting, enunciation of their lines or recital, there are few such players to-day, either as professionals or amateurs.

The city of Quebec at this time was the seat of Government for Upper and Lower Canada, occupied by people of station as well as numerous officers of the Imperial army, many of whom had large incomes and were lavish in their expenditure.

This official atmosphere, together with the bands of music, apparently breathed animation into the very life of the place. It encouraged all kinds of enjoyment, among which were theatricals.

Possibly Mr. Thomas Carey, the founder of the *Mercury*, was about the first to organize a company of amateurs among the English-speaking citizens in the early part of the nineteenth century. Very little is known of the material he had to assist him or the success they met with financially, but it is known that in 1816-17 and in later years the garrison could

boast of as talented and efficient a company of amateurs, mostly composed of officers, as had been seen in Quebec up to that time. They must have had considerable enterprise among them, for they brought two professional actresses from New York to play the female parts, maintaining them all winter. Ostensibly this company was formed for the purpose of relieving the distress then prevalent among the newly arrived English-speaking emigrants, who were obliged to winter here, before proceeding to their destinations in Upper Canada. The price of admission was one dollar over most of the house and on an average it yielded, each night, between three and four hundred dollars, so well were the performances patronized. The expenses were low, for the officers found their own costumes. The manager of the company was a lieutenant-colonel (afterwards a general) of one of the regiments in the garrison, who had some experience in theatricals before coming to Canada. The members of this company must have been possessed of unusual histrionic talent, judging from the class of plays they presented, such as Shakespeare's "Henry the Fourth", Sheridan's "School for Scandal", "She Stoops to Conquer", "The Heir at Law", etc., etc., with farces and songs which were the fashion of the day. The theatre was on St. Stanislas street, in rear of what was commonly known as Sewell's Chapel, now Trinity Church. The entrance was by a gateway, just north of the church, and the theatre called "The Royal Circus", possibly because of its having maintained an oldtime performing circus for a whole winter. At this theatre several noted British actors had performed, among them Edmund Kean, George Frederick Cooke, Mrs. Barnes, Charles Kemble, Oxley, Mr. and Mrs. Davenport, Ira Aldridge, a colored man called the "African Ros-

cious", with many others of note. But it would be impossible in a short article to tell the story of this theatre, only dismantled in 1843. Quite a lull in theatricals seemed to come over Quebec about that time. While in the winter there were musicales, readings, lectures and band concerts, there was only an occasional performance in comedy or farce. These were confined chiefly to the military, given either in some bomb-proof casemate on the Citadel, or in the hall of some local hotel.

In those years there resided in Quebec a well known citizen called Harry Leslie. He was quite a musician, mimic and ventriloquist, of whom it was said he had been associated as a boy with the old Royal Circus Theatre. Leslie was very popular and had a large acquaintance with the younger generation. He was constantly suggesting that it was a shame that the taste for theatricals seemed only to exist among the officers or men of the different regiments in the garrison and that something should be done to get up a company of players, for he believed there was ample material here.

Unfortunately, about this time Leslie died, quite suddenly, of cholera, then prevalent in the city, but his suggestions had borne fruit. A company was formed the same year called the Quebec Dramatic Club, and the following were members:—Frank Johnston, William Wilkes Wheeler, John P. Bickel, John S. Budden, Fletcher Merrick, George K. Hood, Denis Gale, Christopher R. O'Connor, Alexander MacAdams, Matthew Heathfield, Frederick Mimie, Jeffery J. Wyatt, T. H. Grant, Arthur Cooper, Robert M. O'Connor and W. W. Snaith. In addition to this there were many outsiders, men, boys and even children, required to fill out the parts and otherwise assist. The opening night was on the 19th January, 1850, at the St. George's Hotel—

at one time known as the Union Hall. The success of the first night's performance proved a revelation to the whole company, due, no doubt, to the drilling they had had from the stage manager, Mr. Wheeler, in whom they discovered not only a stage player of unusual strength, but one thoroughly acquainted with every stratagem associated with the art. The inaugural play presented was Colman's five-act comedy "John Bull" with interlude of songs, and Alfred Bunn's roaring farce "My Neighbor's Wife".

The company, lasting for three seasons, became more popular and proficient as time wore on, in fact, and developed some distinguished players. They were certainly for excellence the best company of amateurs that ever adorned a Quebec stage. Seemingly the club, however, lost attraction for many of the members, who, from time to time, withdrew from it. But ere long another association of amateur players was formed, called the Histronics, to which some of the prominent members of the old dramatic club attached themselves, playing in some of their old parts. This company developed new talent, meeting with success and lasting several years.

About this time a renaissance in theatricals seemed to be hovering over Quebec, for managers of professional companies in New York and elsewhere were constantly applying for halls, wondering why there was no regular theatre here. Mr. John Jones, an enterprising and well known former citizen of Quebec, the owner of a large brick building on Champlain street (demolished in 1914) next the Allan Steamship Company's old office, decided to convert it into a theatre. The result was that some of the greatest English and American actors of their day played there with distinguished results.

The first theatrical company to play there were the Nickinsons, with John Nickinson as manager and his daughter Charlotte as leading lady. Miss Nickinson was no stranger to Quebec, for she had been born in the Jesuit barrack, when her father, as sergeant-major of a British regiment, was quartered there. Associated with the company was Charles Peters, a widely known comedian, song writer and singer, with an inimitable rich baritone voice; then there was W. J. Florence, for many years subsequently a star not only in the United States, but in England, of whom, it was said, at his death, in 1891, that few actors within the last sixty years stood upon a level with him in versatility or charm. Another man who became a great actor and star under the tutelage of John Nickinson was Denman Thompson, of the "Old Homestead", who followed the fortunes of Nickinson, to Toronto, when he ceased to play here.

In this article must not be forgotten Angeline Phillips, who played interchanging parts with Charlotte Nickinson and who for many years afterwards was a star associated with Madison Square Theatre, New York. Charles Peters was inimitable in his Tyrolienne songs, but the oldtime Jack tar and men-of-wars men from the North Atlantic fleet in the harbor, generally occupying the gallery, preferred "The Death of Nelson", "Balaklava", or similar songs that told of England's glory. That summer Charles Mathews, called the pre-eminent actor with his approved style, more so than any living performer, came to Quebec and played at this theatre. Then followed Mrs. Gilbert and Miss Weston, called the most famous dresser on the American stage, with others equally celebrated. They had a successful season, but the building of the Music Hall, on St. Louis street, with its adaptability, soon

snuffed out this theatre. As one looks upon this building, the wreck and ruin of to-day, it is hardly conceivable that here came the best and most notable citizens of Quebec to the play, and here grand dames in stately equipages with footmen and attendants, and here also came the admiral of the fleet, as well as as officers of the navy and garrison all attired in evening dress. So looking backward upon all this grand scene and the fleeting shadows that have passed, one exclaims :

These were the palmy days
Of histrionic art,
For in a moment's notice
The very minor could go on for any part.

At the intersection of Ste. Anne and Garden streets, where the Clarendon Hotel now stands, early in the past century there was a building known as the Haymarket Theatre. It served the purpose of a gymnasium, billiard room and auctioneer's showroom as well.

In May, 1842, Quebec was visited by a world-wide celebrity in the person of Charles Dickens, the novelist. He and Mrs. Dickens were the guests of Dr. J. C. Fisher. They spent two days in viewing the sights of the city.

The Royal Circus, or Theatre, opened February 15, 1832, like Trinity church, was at one time owned by the Hon. Jonathan Sewell, and was purchased by the St. Patrick's congregation when that church was enlarged in 1845.

The corner stone of Trinity church (Anglican) on St. Stanislas street, was laid on the 16th September, 1824, and it was opened for services on the 27th November of the year following, as a "chapel of ease" to the English Cathedral. This church was for some years used as a place of worship by the sol-

diers of the garrison. After the withdrawal of the troops from Quebec it was reopened by Rev. Mr. Sykes and later purchased from the Sewell estate. There are several marble monuments in the church, the one to the founder being a particularly fine work of art.

St. Patrick's church was dedicated for public worship on the 7th July, 1833, when the first Mass was sung. Rev. Father McMahon, who was one of the most prominent clergymen of his day in Quebec, was the founder and first priest in charge of St. Patrick's. He was held in such high esteem by his Protestant fellow-citizens, that they not only subscribed to the building of the church, but raised a subscription and presented him with several hundred pounds towards the purchase of the first church organ, which was surmounted by an emblematic figure of Erin with her harp. Father McMahon died at the St. Patrick's Presbytery on the 3rd October, 1851, at the age of 56 years and was buried in the church. A marble tablet is erected to his memory on a pillar facing the pulpit in the sacred edifice. The Irish Roman Catholics, in the early days, worshipped in the Basilica, known then as the Parish church, and later on in the church of Notre-Dame des Victoires in the Lower Town. The first known religious reunion of Quebec's Irish Catholic residents took place on St. Patrick's Day, 1819, when they assisted at High Mass in the Church of the Congregation, or Jesuits' church, on d'Auteuil street, which was built two years previously. The Redemptorist Fathers took charge of St. Patrick's parish on the 29th September, 1874, Father Burke, C.S.S.R., being the first rector.

Laval University, founded on the 8th December,

1852, by royal charter from Queen Victoria, was built in 1857 and was the first French-Canadian University in Canada. It was an outgrowth of the Seminary, which latter dates from 1663 and was founded by the first Bishop of Quebec, Monseigneur de Laval. The University building, which commands such a magnificent view from the Grand Battery, is six stories high, about two hundred and fifty feet in length and seventy in depth, and contains, besides spacious lecture halls, professors' rooms, etc., an extensive library of rare books, museums, and a gallery of valuable paintings. There is a special building for the medical classes. The founders of the University were Rev. Messrs. Louis Jacques Casault, Antoine Parent, Joseph Aubrey, John Homes, Louis Gingras, Leon Gingras, M. Forgues, Elzéar A. Taschereau, and Edward John Horan, together with the three senior professors of the faculties of Divinity, Law, Medicine and Arts.

Rev. Louis Jacques Casault, Superior of the Seminary at the time, was the first Rector, and in addition to the professors of the Seminary, the following were members of the council:—Hon. A. N. Morin, Joseph U. Tessier, Jacques Cremazie, A. E. Aubry, L. N. Casault, Jean Langlois, law; Charles Fremont, Jean Z. Nault, James A. Sewell, medicine; Jean-Baptiste A. Ferland and Thomas Sterry Hunt, arts. Drs. J. E. Landry, Alfred Jackson, Charles E. Lemieux, L. J. A. Simard and Francis H. LaRue were among the first professors in medicine and surgery, and John Burke in chemistry.

Some eighteen colleges and seminaries are affiliated to this great seat of learning, with which there are presently connected nearly sixty professors and an attendance of several hundred students from Quebec and other parts of the Province.

The leading physicians, lawyers and notaries, of years ago, as well as many of those of the learned professions who are still in our midst, have graduated at this University.

It might be of interest to give the names of some of the men who were enrolled as students in the first years after its foundation. Among those studying law were Messrs. J. G. Bossé, J. B. Delâge, C. A. P. Pelletier, A. Casgrain, Th. Lavoie, Côme Morrisset, J. B. Hébert, G. W. Colfer, G. Desbarats, A. Fraser, A. Garneau, N. Cinq-Mars, F. X. Frenette, A. Leamy, D. Murray, F. O'Brien, Boucher de la Bruère, A. B. Routier, A. Blais, A. Miller, J. B. Plamondon, J. Pelletier, R. Alleyn, C. Colfer, C. Gethings, M. A. Hearn, J. Lindsay, J. B. Duggan, Frs. Langelier, C. F. Suzor, H. Gowan, H. E. Taschereau, Charles Lindsay, F. Lampson, A. R. Angers, J. Lloyd, J. W. Cook, D. D. O'Meara, T. J. Oliver, E. H. Pemberton, J. Racey, H. Stuart, C. Hamilton, C. F. S. Langelier, H. T. Taschereau, C. P. Lindsay, J. G. Colston, Ed. Foley, H. C. Scott, Adolphe Caron, R. Cassels and H. C. Pelletier.

The medical students included Messrs. N. Lavoie, J. Douglas, J. E. Fitzpatrick, M. Turcot, P. Bender, A. Belleau, F. A. Sirois, L. J. A. Simard, J. Wherry, C. Verge, J. H. Maxham, C. Sewell, M. J. Ahern, C. A. Delâge, J. B. Blanchet, C. S. Parke, W. Wakeham, F. Montizambert, A. Taschereau, T. J. Duchesnay, F. Catellier, T. G. McGrath and R. F. Rinfret.

Many of the above became men of distinction, not only in the Province, but in the Dominion. Three of them were ex-Lieutenant-Governors of the Province, Sir A. R. Angers, the late Sir C. A. P. Pelletier, and the late Sir François Langelier. The late Sir H. E. Taschereau was Chief Justice of the Su-

preme Court of Canada, and the late Sir H. T. Taschereau, Chief Justice of the Court of King's Bench at Montreal. Sir A. B. Routier, presently Judge of the Admiralty Court; the late Sir A. P. Caron, Minister of Militia and Postmaster-General in the Federal Government, while Hon. Mr. Boucher de la Bruère is the present Superintendent of Public Instruction. The late Hon. J. G. Bossé was a Judge of the Court of King's Bench, Hon. R. Alleyne, a Judge of the Superior Court, Dennis Murray, Judge of the Sessions, and Frank O'Brien, district magistrate of Saguenay and Chicoutimi. Mr. R. Cassels was the Registrar of the Supreme Court. Dr. F. Montizambert is presently Director-General of Public Health in the Department of Agriculture at Ottawa. Dr. J. H. Maxham, who is still living in England, held for years a high office in the medical service of the Imperial Government. Dr. F. Catellier, until quite recently, was chief health officer of the city. Mr. J. B. Delâge, father of Hon. Cyrille F. Delâge, Speaker of the Legislative Assembly, one of the first graduates of the University, is the third oldest practising notary in the city at the present time. The late Mr. J. G. Colston, after graduating at Laval, became one of its professors in law. The late Drs. L. J. A. Simard and M. J. Ahern were also professors at Laval.

The late King Edward, when Prince of Wales, reached Quebec August 18, 1860, at 3 p.m., on board the steam and sail frigate "Hero", of ninety-one guns and having a complement of 800 officers and men under the command of Capt. G. H. Seymour, C.B. The "Hero" was accompanied by a royal squadron of five other war vessels, one being a

side-wheeler. As the "Hero" hove in sight at the west end of the Island of Orleans the Quebec Field Battery fired a royal salute from Durham Terrace and fired another salute from the same place on the landing of His Royal Highness at the Queen's wharf, opposite to where the fleet came to anchor. A salute was also fired from the Citadel. When the young prince embarked on the royal barge to be pulled ashore he was greeted by another salute from the ships, while the crews, all dressed in spotless white uniforms, manned the yards. On landing an address, on behalf of the citizens of Quebec, was presented to His Royal Highness by the Mayor, Mr. H. L. Langevin. Other addresses were presented later on behalf of the National societies, as well as one from the veterans of the war of 1812.

The city was gorgeously decorated for the occasion and crowded with strangers, who, with the military and citizens generally, gave the royal visitor an enthusiastic welcome.

There were some handsome arches erected along the route to Cataraqui, two of them on the St. Louis road. The prince stayed for several days with Sir Edmund Head, who was obliged to take up his residence at Cataraqui on account of the destruction by fire of Spencer Wood earlier in the year.

After visits to Montreal, Ottawa and other places, the prince returned to Quebec and embarked on the "Hero" for England, sailing away amidst the booming of guns. At Ottawa His Royal Highness laid the corner stone of the Parliament Buildings, which event marked the evolution of Bytown into a city.

The handsome black walnut bedstead, with the Prince of Wales' feathers carved on the head, on which His Royal Highness slept at Cataraqui, was sold by public auction some years since.

During the Trent trouble, when it was feared that war would be declared between Great Britain and the United States, a large number of regular soldiers were despatched by the Imperial authorities to Canada. The steamer "Persia" reached Bic from England on the 26th December, 1861, with two thousand men as well as stores, and the troops were conveyed from there to Rivière du Loup, a distance of some thirty-six miles, in carioles. The great majority of the men, who had never seen snow before in their lives, suffered a good deal from the cold while on the journey, and to keep themselves anything like warm, were obliged to walk nearly the whole distance. The 16th Regiment was among the corps that reached here at this time.

In July, 1867, a large detachment of artillery men made the long journey from New Brunswick to Levis on foot.

Many years ago the popular club in Quebec, largely patronized by the officers of the regiments then stationed in the garrison, as well as by the leading mercantile men of the city, was known as the Stadacona Club, organized in 1858. It was located in the building forming the corner of Ste. Anne and d'Auteuil streets, on the west side.

Among the founders of the club were Messrs. Charles E. Levey, John Burstall, Alex. Bell, Charles Coker, J. B. Forsyth, W. H. Jeffery, David Price, George Moore, W. Duggan, J. F. Turnbull, James Gibb, Siméon Lelièvre, H. C. Taschereau, James Dean, W. Petry, P. R. Poitras, H. M. Price, W. Rhodes, Farquharson Smith, N. H. Bowen.

Several times a week there were band concerts on the Esplanade, opposite the Club building, music being provided by one or other of the bands attached

to the Imperial regiments and attracted crowds of people, who promenaded the lower level as well as the ramparts until gun fire.

The troops also paraded on the Esplanade on many occasions, trooping the colors almost every week in the fine season, and reviews, on the Queen's birthday and other occasions, took place there from the earliest period before distinguished personages. One special event for a military gathering was in 1869, when H.R.H. the Duke of Connaught, our present Royal Governor-General, then a very young man, known as Prince Arthur, an officer in the Rifle Brigade, presented new colors to the 69th Regiment, to replace the old, tattered and battle-stained ones that have been hanging for so many years in the English Cathedral.

When the temporal power of Pope Pius IX, the head of the Roman Catholic Church, was in peril in 1868, at the hands of Garibaldi in Italy, his appeal for assistance to preserve inviolate his possessions in the papal states was not made in vain. Hundreds in Canada declared their readiness to fight under his standard and volunteered for service as Pontifical Zouaves, no less than thirty-six young Quebecers being among the number. The local recruits left town on the 17th February, 1868, for Montreal, where they joined their Canadian comrades and the large detachment left for New York and France en route to Rome. Before leaving Quebec a grand mass was celebrated at the Basilica and the detachment was escorted amidst much enthusiasm across the ice bridge to South Quebec, where they took the Grand Trunk train for Montreal.

Of the thirty-six Quebecers who took part in the exciting scenes of forty-five years ago, but ten

are still in the land of the living at this writing :
Messrs. Chas. E. Rouleau, Louis Lefebvre, A.
Charles Guilbault, J. A. Couture, Henri Garneau,
F. X. Dumontier, Nap. Cantin and Jos. Routhier,
while two are residents of Levis, Messrs. Achille
Bourget and Joseph Bernier.



Recollets' Church and Monastery, burned in 1796.

CHAPTER XI

DAYS OF THE GREAT RAFTS

Men Who Braved Many Dangers—How Rafts Were Guided Through the Rapids—Crossing the St. Lawrence in Winter—Volunteers of 1869—Total Strength of the Militia—Military Schools—Some of the Crack Shots of the Olden Days—Story of a Dog

IN the days of the sailing vessels, when millions of cubic feet of square timber were shipped from this port to the European markets every season, it was no unusual thing to have hundreds of raftsmen in our midst at one time. On arrival in town, fresh from the woods, after a winter spent there, they generally took up their abode in the cheap lodging houses of those days in the Lower Town or the Palais.

While here, these men were easy marks for the vendors of brass watches, etc. They were unexcelled in river work, but once they had safely moored their rafts on this side of the river or at Levis were always bent on having a good time, not considering the consequences.

They usually provided themselves at the earliest convenience, with flaring blue or red flannel shirts, large brimmed felt hats, stylish boots and other necessary wearing apparel. The raftsmen's toilet equipment was not complete in those days without a bottle of strong smelling but cheap scent and some hair oil.

They generally paid three or four prices to un-

scrupulous storekeepers for all they purchased, and but few of them had any respect for money, so much so, in fact, that on many occasions their passage home on the deck of a boat bound for Montreal had to be advanced to them, so reckless were they in their extravagance.

These husky youthful toilers of the forest or stream knew no fear and were quite at home whether in driving the logs down the mighty and swift running waters of the Mattawa, Ottawa or Gatineau, previous to rafting them, or navigating the perils of the seething waters of the rapids, just hiding from view the great boulders where danger lurked and through which they were obliged to guide the cribs with thirty foot oars, with a dexterity difficult to conceive. All these things were looked upon as a matter of course by the raftsmen, and although they were proverbially careless, very few drowning accidents were ever recorded.

The rafts usually began to arrive in port in May, and from that time until October, in some seasons, no less than two hundred reached here, and were inspected previous to being sold to the local timber merchants.

The timber in cribs was floated down the slides at the Chaudière Falls or the Gatineau, which was quite an exciting event in itself. When safely moored in the Ottawa river, at the foot of the cliff on which the Federal Parliament Buildings now stand, they were lashed together temporarily, and started on their way to Quebec with a crew of from thirty to forty men, who were experts in the handling of their oars and guided the sections of the raft safely through the rapids.

On arrival at Hawkesbury, Ontario, the raft was again separated into sections of eighteen cribs each, in charge of a pilot with a crew generally of twenty-

two men, eleven on each end, to prevent the crib swerving in the boiling waters of the Calumet, Carillon or Long Sault Rapids. The pilots directed the movements of the cribs by signalling with their arms at the danger points, and the oarsmen readily responded to their every signal by a strong or light pull, as the case might be, very often keeping time to the popular French-Canadian air "A la Claire Fontaine", sung by one of the crew, and all joining in the chorus.

After running the rapids the journey was continued to Back River, in the vicinity of Montreal, where the cribs were again joined to one another, and the immense raft towed to port. In a large one there were from one hundred to one hundred and fifty cribs, and it was seldom or ever that an accident was recorded either in the loss of a life, or of a stick of timber.

The rafts carried a number of "buns", or large boats pointed at both ends, but in the older times bark canoes or dug-outs, some of them thirty or forty feet in length, were the only boats used.

In addition to a number of shanties for sleeping quarters, in each of which two men found accommodation, there was a large shelter with roof only about the center of the raft which was used as a cook house, pantry and dining-room combined. Here the crew partook, while seated on a long piece of square timber, of a healthy and substantial meal of pork and beans, home-made bread, hard tack, molasses and tea.

Timber in drams two hundred feet long by fifty in width, including oak and other large rafts put together at Garden Island, opposite Kingston, and at other points on the St. Lawrence, were often towed to Quebec and found a ready market here.

Previous to the construction of the Cove road,

some eighty years ago, large trees lined the shore almost to the water's edge, to which rafts were made fast, there being no booms. Small rafts arrived at Quebec in the early days under sail aided by oarsmen, and the *cabanes* were of birch bark.

The lumbermen themselves, or foremen, when not preferring the hotels of the Upper or Lower Town, generally patronized the "Bytown", "Bird-in-the-Hand", or "St. Michael" hotels, which in these days were commodious and well kept hosteleries, in Spencer, Woodfield and St. Michael Coves.

In the winters of years ago, until such time at least as an ice-bridge formed opposite the city, the river was constantly filled with floating ice and it was the harvest time for the canoemen. In those days there were no comfortable large ferry boats in which to reach Levis every half hour as at present. The people who were obliged to cross the river to take the Grand Trunk train or vice-versa and long years before the advent of the railway, were obliged to do so in large wooden canoes, in charge of a crew of six paddlers, who, at times, especially during unseasonable weather, charged an exorbitant price for the trip.

The *modus operandi* of canoeing was often both exciting and dangerous, and it is on record where people were drowned in the icy waters, due in some cases to the careless handling of the boats, but more often as a result of an accident or unforeseen cause.

On the 12th February, 1839, a canoe belonging to a Mr. Chabot, in attempting to cross from Point Levis, was upset by the floating ice in the river, when sixteen out of the twenty passengers and crew were drowned.

The passengers boarded the canoes at the head of a slip or gangway, and when all were comfortably



seated and warmly wrapped with the aid of buffalo robes, the craft was allowed to slide gently into the water by being held back by the aid of a rope. It was a series of excitements from start to finish, and the journey at times could only be undertaken by those of the strongest nerves, especially during a snowstorm or high wind. While in an open channel, everything went along charmingly, the canoe-men using the paddles, but if the boat arrived alongside a large cake of ice, it was hauled up out of the water, passengers and all, dragged along until clear water was again reached, when it was once more manned and the paddlers started work again. But it is known when passengers were accidentally left on the ice and almost perished before being rescued.

The canoemen, dressed in heavy colored flannel shirts and long mocassins, were a hardy and jovial set of French-Canadians, several of whom in later life were prominent in the industrial world. Unnecessary shouting while on the trip seemed to be obligatory on the part of the men, but a safe landing on one side of the river or the other, always carried with it forgiveness from the passengers.

It is known when it took two or three hours to make the passage, but then it depended altogether on the weather and ice conditions. Under favorable auspices a crossing could be made in half an hour.

A good story is told of a former well known resident and lumber merchant, Mr. Henry LeMesurier, a veteran of the Peninsular war, in which he lost one arm while carrying the colors, and some of whose relatives are still in town, among them a grandson, Dr. Carter. Mr. LeMesurier's daughter-in-law, with her two children, were due to arrive at Levis from Western Australia, and the old gentleman, wishing to cross over to Quebec without delay in the middle of a December night of 1855, in the

midst of a howling snowstorm, had considerable trouble in convincing the canoemen to make the passage, especially with a one-armed passenger. However, he eventually succeeded, but the poor lady, who had never seen any snow in her life before, let alone such ice conditions, was not prepared for an exciting experience like this, on a wild night, with the blinding snow and fierce wind obscuring everything almost within the canoe's length. She was subjected to a severe nervous strain before reaching Quebec, which was made, fortunately, without accident.

There was opposition in later days, however, and the canoemen had to compete in plying their trade with a very small ferry which was called "Le Petit Coq", and another boat called the "Unity", built for the winter service. This vessel was succeeded by the "Arctic", a screw boat, built by Robert Sample. She was at one time the property of Mr. F. Billingsly.

Some thirty years ago, or more, at the time when the powerful steamers equipped to battle with the ice floes were built, canoe travel practically became a thing of the past.

In the early days, the ferrying of passengers to and from Levis in the summer season was controlled by Micmac and Montagnais Indians, who preferred that work to the hunt, performing the service with bark canoes. This was followed by the use of large batteaux.

In 1869, when the Department of Militia and Defence was under the control of the late Sir George Etienne Cartier—who died unexpectedly in London, England, whither he had gone in consequence of ill-health, on the 20th May, 1873—a great deal of

enthusiasm prevailed in the ranks of the citizen soldiers here.

On all occasions when called upon for active service, as was proved on several occasions, the militia-men showed a patriotic spirit and responded to the call of duty without a murmur. With the early withdrawal of the Imperial troops a grave responsibility rested upon the volunteers, to all of which, however, they were found equal.

The late Lieutenant-Colonel T. J. Duchesnay, who at the above date was acting Deputy Adjutant-General of the District, had this to say regarding the action of the volunteers on the occasion of the Fenian raid in his report to headquarters, dated 16th November, 1870: "Early this spring the volunteers in Military District No. 7 were called on two different occasions to repel a Fenian invasion, and it is my duty to record with what good will the whole force turned out to meet the enemy, being obliged to leave their homes at a precious time of the year and a great many with their farm labor half done. Incidents were reported to me where volunteers had to pay hired laborers to work their lands while they went to defend the country, and to their credit, must I state, that had their services been required on the frontier they would have behaved with credit to themselves and honor to their country".

The total nominal strength of the active militia of the Dominion on the 31st December, 1870, was 44,519, made up of twenty-seven troops of cavalry, ten field batteries, seventy batteries of Garrison Artillery, four companies of Engineers, 623 companies of infantry and rifles, and three marine companies, as well as the two battalions of riflemen organized for special service in the North-West, on account of the Riel rebellion.

In 1870, 3,455 officers, non-commissioned officers

and men of this district performed their annual drill during the summer, and Lieut.-Colonel Duchesnay strongly recommended that both brigades should be assembled together in one provisional camp for the annual training. The suggestion was adopted by the authorities the following year and since then camps have been held at St. Joseph de Levis almost annually.

Lieut.-Col. W. H. Forrest was attached to the staff at this date as District Paymaster and held the position for many years afterwards.

In all there were three military districts in this Province in 1869, while the total force of infantry in Ontario, Quebec, Nova Scotia and New Brunswick was 37,268 officers, non-commissioned officers and men in 73 battalions. The ten field batteries of artillery were reported at this time in a perfectly serviceable and efficient condition with forty-two guns and 441 horses.

Camps for the training of the various battalions in 1869 were formed in Leeds, Ste. Claire, Levis, Montmagny, Kamouraska, Rivière du Loup, Rimouski, St. Ambroise. Pointe-aux-Trembles and Ste. Geneviève de Batiscan.

On the 9th October, 1869, a report was spread that the armories and drill sheds throughout the Dominion were to be fired by Fenian sympathizers in Canada, and it was decided to distribute the rifles to the militia so as to preserve and secure them from injury. The rumor turned out to be a hoax and an order was soon issued to return the arms to store again. The total estimates for the militia service in 1870-71 was \$1,089,247. In this year the sum of \$37,477.62 was voted by the Federal Parliament as militia pensions, \$10,000 of which was for widows of militiamen of Upper Canada and \$2,700 for wid-

ows of militiamen of Lower Canada on account of the war of 1812.

Military schools for the practical training of officers were originally established in the year 1864. The one in this city proved quite popular and was largely attended by our young men year after year. It might be interesting to mention the names of some of the Quebecers who obtained certificates in 1869-70 and were considered as candidates for commissions in the militia, many of whom are still in active life and well known :—John Ahern, Geo. H. Balfour, C. Burroughs, I. N. Belleau, C. A. Coote, John Doyle, G. Evanturel, C. Fahey, A. J. Gilmore, W. H. Knight, M. Levy, P. T. Legaré, A. W. Lebel, W. Poston, E. Pacaud, E. Reynolds, C. E. Roy, C. L. Staton, J. Stafford, J. A. Nesbitt, G. A. Corneil, P. J. Daly, A. M. Jackson, F. E. Knight, E. Little, W. J. Ray, P. A. Shee, C. Sewell, W. G. Ross, C. A. J. Tourangeau, R. Sewell, W. Stevenson, G. Bignell, etc.

Target shooting in those days with the Snider rifles was not by any means carried on with the same degree of comfort as it is to-day. The ranges were then located on the Beauport beach and it was only at low water that shooting could be performed.

Cornet Lambert, Sergts. W. W. Martin and D. S. Rickaby, Corporals Caufield and McMillan and Trooper May were the crack shots of the squadron of cavalry; at least, one must judge so from the scores made in matches held in 1869, when Sergeant Martin carried off the first prize, amounting to \$25. Sergeant W. W. Martin, who later attained the rank of honorary major, retired from the Queen's Own on the 31st December, 1892, on account of having reached the age limit, after a long and faithful service in the corps.

The leading shots in the 8th Battalion in the

above year were Major Alleyn, Captain Barrett, Captain Morgan, Captain Patterson, Lieutenant F. C. Wurtele, Lieutenant E. G. Scott, Quartermaster McDonald, Adjutant O'Neill, Ensign G. Balfour, Sergeants Hawkins, Morris, Ferguson, Sutherland, Frew, Baxter and Barnsfield; Privates Shaw, Holloway, Goudie, Brocklesby, Hunter, Parnell and Fraser. Messrs. F. Lampson, H. P. Roy, G. H. Balfour and R. H. Wurtele were among the civilian prize winners at the ranges from time to time. Sergeant W. Jewell, who is still an active member of the Eighth Regiment, was a bugler in the corps in 1870 and, no doubt, holds the record for long service in this district at least.

In the 9th Battalion, Sergeant E. Trudel was the leading scorer.

Here is an interesting little story concerning a faithful dog named "Walker", the mascot of "C" Company of the First Canadian Contingent to South Africa, which appeared in a Toronto newspaper some years ago:—

"After having licked nearly every dog in Barrie, Ont., a small canine met his Waterloo a few days ago, when he ran up against a yellow collie. He died from the effects of the fight. The dog referred to had a history of much interest. His name was "Walker" and he was formerly the property of a Quebecer. He had no particular breed, but looked like a fox terrier. Small, square-shouldered and strong-jawed, "Walker" was the hero of many a battle in Quebec and was well known there. He never shirked a fight. When the first Canadian Contingent left Quebec in 1899 per ss. "Sardinian", "Walker" was given to one of the Canadians, the late J. H. Findlay, of Barrie, and a member of "C" Company. The dog was given with the under-

standing that should he go through the campaign he would be returned to his owner. A fancy collar encircled his neck bearing the inscription : "Walker, Mascot of "C" Company, First Canadian Contingent", with the owner's name and address. After much difficulty the dog was placed aboard the steamer and sailed away. "Walker" was with the Canadians up to the battle of Paardeberg, where his master, Pte. Findlay, lost his life. The dog remained over the body for twelve hours. Later the dog was lost, but turned up again at Bloemfontein, minus his collar. The Barrie boys then looked after him. Much difficulty was experienced getting the dog aboard the ship at Cape Town when the Barrie men were returning home, and when the train carrying the returning soldiers and dog passed through Levis, the owner was there to claim the dog, but could not recover it. Some time afterwards, "Walker's" owner wrote to Pte. Findlay's father, Rev. Mr. Findlay, of Barrie, and in reply the relations asked that the dog be allowed to remain with them owing to the part he played during the war with their only son. The request was granted. Pte. Findlay, before leaving for Africa, had been connected with the Agricultural College at Guelph." The Toronto paper also published an excellent cut of "Walker".



CHAPTER XII

FIRE BRIGADE AND POLICE FORCE

Volunteer Firemen in Years Past—Quebec's "Finest"—Policemen Aided Firemen—The Chambers' Gang—Last Public Execution—Whipping Post, Pillory and Tread Mill in Common Use—How Culprits Were Punished in the Ancient Days—Stormy Election Times

FOR many long years previous to the 16th September, 1866, when the fire brigade of Quebec was organized, there was a volunteer system, the members being well known as *voltigeurs* and sappers, aided by the police, who acted in those days in the double capacity of firemen as well. These fire fighters did good work and experienced many exciting times in the city during the period of the great conflagrations that swept practically over the whole town at one time or another, from the earliest days, rendering thousands of the population homeless, with incalculable financial losses, and worst of all, the sacrifice of human life.

The regular brigade, when first organized, was what might be styled a horseless force, and whenever a fire was announced by the men who patrolled the streets, be it day or night, it was a case of laying hands on the first horses that passed and hitching them to the four-wheeled hose reels. A start was then made for the scene of the blaze, which might as well as not be a serious one, and before the arrival of the fire fighters have assumed serious proportions, as a result of the delay in waiting on the horses.

This system prevailed for but six months. As it was found to give very poor satisfaction, the civic fathers of the period decided upon adding horses to the stations, which numbered six at the time. They were distributed all over the city and the apparatus was manned by thirty-two men and two officers. Mr. James Ferguson was the first chief and the succeeding ones were Messrs. St-Michel, Lemieux, Dorval and Fitzback.

The alarm system was inaugurated in 1867, when the work of the patrol men became a thing of the past.

In the olden days, long years before even the regular brigade came into existence, when a fire declared itself, no matter in what part of the town it happened to be, it was a question of forcing everybody out of bed if at night. Members of the volunteer brigade ran wildly through the streets then, blowing trumpets, sounding gongs and rickets, or shouting as loudly as their lungs would permit, as a means of notifying the populace that a fire had broken out somewhere in the city, it did not matter where, and usually managed to frighten the women and children out of their wits, so great was the uproar. Then it was a question of all the family hurriedly dressing and getting out on the street, the men and older boys to join the crowd and assist in pulling the hand engines, hose reels or other apparatus to the scene of the blaze.

There were several French songs which were always sung when going to or returning from a fire, among others, one with the following chorus:

“En roulant ma boule, roulant,
En roulant ma boule.”

Each engine crew, as already said, was in charge of a captain, who was not very particular as to the quantity or variety of words used in directing the

efforts of his men, or in denouncing the work of another crew, with the result that free fights were not unusual over the battle of words before returning home.

In 1848, the Quebec Municipal Fire Department consisted of eight hand engines, hose reels and other apparatus, as well as the Quebec Hose Company under the care of William Clarke, on Ste. Ursule street, and the Sappers and Hook and Ladder Company in charge of F. N. Martinette, in St. Roch's.

The hand engines and the persons in charge of them were as follows:—"Deluge", C. Baxter, Ste. Anne street; "Union", C. Moisan, Prescott Gate; "Invincible", J. Boomer, Nouvelle street; "St. Lawrence", D. Robeson, St. Paul street; "St. Roch", J. Bruneau, St. Joseph street; "Le Canadien", J. B. Bureau, St. Joachim street; "Erin-Go-Bragh", J. Murray, Champlain street; "Faugh-a-Ballagh", W. Martin, Champlain street.

At every fire the captain of a company received five shillings, the lieutenant three shillings and the rank and file two shillings each. But it was a case of no work, no pay.

If the fire happened to be in the vicinity of one of the large wells or cisterns that were scattered over the city, the water supply was then easily obtainable, and usually equal to the demand.

But when it was a case of depending on the water carriers, the order of things was somewhat different. In that event the first man who arrived at the scene was rewarded with a cash bonus, and this prize winner was soon followed by a regular procession of carts, the horses driven madly hither and thither amidst crowds of people, sometimes with half emptied barrels, as a result of their racing through the narrow streets.

The carter who arrived at a fire first with a barrel

of water was rewarded for his enterprise with five shillings, the second received two shillings and six pence, the third one shilling and three pence, while each subsequent barrel was worth seven pence half-penny.

If the fire assumed alarming proportions, beyond the control of the local force, it was usual to call upon the troops of the garrison for assistance, which was always readily and cheerfully responded to.

However, all this is ancient history, and very far removed from the work that prevails to-day with a modern fire brigade under the leadership of such men as Chief Hamel and Deputy Chiefs McManus and Talbot.

Chief Hamel has been connected with the force for over forty years and Deputy Chiefs McManus and Talbot thirty-two and thirty-four years respectively. All joined as ordinary firemen.

It has been well said that in the earliest conditions of society the honest man fought the rascal single-handed, with the chance assistance of his neighbors. With the advance of civilization, however, came protection from the watchman, and finally the city police.

So that a brief article anent Quebec's guardians of the peace should not be out of place.

As early as 1827, we had to depend upon a corps of watchmen in charge of Louis B. Pinquette, who was styled the "Foreman", and his deputy, John Rynhart, whose force paced the streets of the old town carrying lanterns. At a still earlier period the soldiers of the garrison not only performed sentry duty at the gates, but had charge of the prison, court house, etc.

Some fifteen years after the incorporation of the city, a regular force was organized under the chief-

ship of Captain Russell, who really had two forces under his control, the city police, numbering thirty-three men, with four stations, located in various parts of the town, and a detachment of twenty-eight water policemen, with several stations on the river front. These men, as already noted, also acted in the capacity of firemen with the volunteer sappers, and were obliged to assist in conveying the hose reels and hand engines through the streets to the scene of a fire, whenever summoned by the watchmen or trumpeters.

Mr. Russell held the position of chief for thirteen years and was succeeded by Mr. J. B. Bureau, in 1859, who retired in 1870. Major Voyer was chief for seven years. Then followed Captain Heigham for three years, Lieutenant-Colonel Vohl for fifteen years, and Captain Penney for some eight years.

The late Edward Reynolds, father of Mr. E. Reynolds, of the C.P.R., and Mr. P. Walsh held the positions of Deputy Chiefs, the former under Chief Russell, while the latter, who died some years ago at an advanced age, was a member of the force for fifty-six years. He had joined as a constable.

There are several men still on the active list of the force, who may well be styled veterans, including the Deputy Chief, M. M. Burke, with forty years to his credit. The men of the olden days had very responsible duties to perform and did their work in a brave manner against great odds. With the thousands of seamen in port, together with the soldiers of the garrison, as well as the rougher element of our own population, it was far from being a dress parade for the men of the force, but rather strenuous work all the time.

The present hard-working and efficient chief of police, Captain Emile Trudel, who received his training in the militia force, retiring with the rank

of captain, was named to the position on the 15th December, 1903, while his force is composed of a capable and intelligent class of young men for the most part, who are well drilled in their work and have a military bearing.

The popular chief detective, Thomas Walsh, son of the late Deputy Chief P. Walsh, who is known far and wide, and a terror to wrong-doers, has already thirty-two years to his credit, although still comparatively a young man.

Eighty-three years ago, or 1832, and several following years, the city was infested by a gang of highwaymen and murderers, who were led by a well known character of St. Roch's named Chambers. They had their rendez-vous near Cap Rouge, in the vicinity of the bridge site, whither they carried their plunder, abstracted from churches, including the Jesuits, on Dauphine street, as well as from private residences. In one case they robbed a lone lady who occupied a large dwelling on McMahon street. They were also responsible for at least three murders. The modern Dick Turpins were finally captured, and after trial and conviction were transported to Van Dieman's Land, in 1837, in the brig "Ceres", Captain Squire. There were nineteen in the party, known as the Chambers' gang.

The last public execution at the old gaol on St. Stanislas street, was that of a fine looking young man named John Meehan, aged 22, and occurred on the morning of March 22, 1864, for the murder of a youthful neighbor residing in Ste. Catherine's. The crime was committed outside of an hotel in St. Valier street. The gaol was then situated in the building now known as Morrin College. An immense crowd congregated in the square opposite the place of execution, which was carried out in full view of the throng. Before the cap was pulled over

the poor fellow's head, and the noose adjusted, he addressed a few words to the crowd, calling attention to his sad end, the causes leading up to it, confessing his crime and asking forgiveness. He met his fate calmly after receiving religious consolation. The drop was located immediately over the main entrance. In after years, when visiting Morrin College, I was shown over the basement, including cells and black holes, which were still in their original condition, even to the checker boards with the names of prisoners cut out on the floor, and the rings to which desperate criminals were made fast.

This prison was inaugurated in 1814, and was continued as such until 1867. In that time sixteen public executions took place.

Behind the gaol, in a separate building, was the house of correction for females.

If one may be permitted to express an opinion, without being liable to a charge for contempt of court, judging from the sentences meted out to evil-doers in the early period of the last century, the magistrates and other dispensers of justice in those days in this city were far more hard-hearted than the judges of to-day, while the punishments appeared to more than fit the crimes. It was not unusual to impose capital punishment for robbery, and it is on record that several men were hanged in 1818 on the charge of being suspected of having feloniously stolen some chests of tea, of the value of one hundred pounds sterling, from on board a vessel in the harbor. Three others met a similar fate on suspicion of burglary at different dates in 1827, 1828 and 1829.

Punishment by means of the stepping (or tread) mill, the pillory, public whipping on the Upper and Lower Town markets, and branding the hands with

hot irons were quite frequently inflicted for more or less serious crimes.

Hundreds of citizens underwent imprisonment for various terms for small and large debts from time to time and the wonder is where accommodation was found for so many people of this class, who were committed to the old gaol on St. Stanislas street. Many of them were prominent residents and a sojourn behind the bars in those days for debt was not considered a disgrace, at least it did not debar a man from the select social circle when liberated.

A few instances of the punishments inflicted may be of interest to our present day generation. Many more, however, might be given.

In 1820, an individual who was suspected of burglary on a vessel in the harbor, was sentenced to six months and publicly whipped on the market place.

In 1824 no less than four prisoners—one woman and three men—on charges of attempted murder, suspicion of felony and burglary, were sentenced to three months, two years, twelve months and six months in gaol respectively, besides undergoing the punishment in every case of the stepping (or tread) mill. In the same year two men were condemned to the pillory on the Upper and Lower Town market places in addition to terms of imprisonment for a serious offence.

Two Quebecers, who so far forgot themselves as to steal the Catholic Bishop's watch in 1825, were banished for life from Lower Canada. In the same year a man was sentenced to twelve months' imprisonment and to be burned on the hand for burglary, while five culprits were condemned to death for cattle stealing, burglary and felony, but all were reprieved and sentenced to five years at hard labor instead.

In 1826 an individual who deserted his master's service was not only whipped on the market place, but served six months in gaol as well.

In 1827, an unfortunate suspected of larceny was condemned to six months in the common gaol and to be whipped at Jeune Lorette.

On the 28th October, 1827, two women received a similar sentence of imprisonment and besides were obliged to suffer the disgrace of the pillory in the city.

On the 26th July, 1829, a man suspected of murder was sentenced to one year in gaol and to be brought into court and burned on the hand.

An offender, on the charge of aiding a soldier to desert from his regiment in 1829, was sent to the pillory as well as to serve six months on the first count, while for a second offence he was fined £40 and to stand committed until the sum was paid.

In 1830 there was another subject for the pillory on the Upper Town market for one hour in the person of an offender charged with uttering a base coin. He also received a sentence of a year's gaol.

Here is another out-of-town punishment. In 1831 a culprit was sentenced to six months' imprisonment and to be whipped at the nearest cross roads to the parish church of St. Mary's, Beauce.

As late as 1835 the pillory was still in use in Quebec. Besides undergoing a sentence of four years in gaol on four different charges, an individual was condemned to stand in the pillory at St. Gervais (Bellechasse County), in the Upper Town, in the Lower Town and at St. Gervais a second time one hour in each year.

Between the years 1827 and 1837 a large number of "undesirables" were banished from Quebec. Among those in the former year were six who were sent from the Province for seven years for stealing

several barrels of flour, while in 1837 the Chambers' gang was transported.

Here is what happened to criminals in the more ancient days in Quebec :—

In 1763 a woman named Corriveau, for murdering her husband, was hanged at the "Buttes-à-Nepveu", on the Cove Fields, where the executions usually took place in the olden times. After her death the body was placed in a cage made of heavy hoop iron and exposed to view on a pole near the four cross roads at Levis, in the vicinity of the parish church. The cage mysteriously disappeared one night shortly afterwards and was only discovered in 1850 by a grave digger who was at work in the cemetery there. All that remained of the unfortunate woman was a small piece of the thigh bone. After being exhibited in Quebec the cage was sold to the proprietor of a museum in New York.

Mr. Jas. Thompson records in his diary, under date of 18th November, 1782, another memorable execution : "This day two fellows were executed for the murder and robbery of Capt. Stead, commander of one of the Treasury brigs, on the evening of the 31st December, 1779, between the Upper and the Lower Town. The criminals went through Port St. Louis, about 11 o'clock, at a slow and doleful pace, to the place where justice had allotted them to suffer the most ignominious death. It is astonishing to see what a crowd of people followed the tragic scene. Even our people on the works (Cape Diamond) prayed Capt. Twiss for leave to follow the hard-hearted crowd." It was this Capt. Twiss who subsequently furnished the plan, and built a temporary citadel, in 1793.

Eleven years later, we have, recorded in history, another doleful procession of red coats, the Quebec Garrison accompanying to the same place of execu-

tion a mess-mate (Draper), a soldier of the 7th Fusiliers, then commanded by the young Duke of Kent, who, after pronouncing the sentence of death as commander, over the trembling culprit kneeling on his coffin, as son and representative of the Sovereign, exercised the royal prerogative of mercy and pardoned Draper.

In 1797 an individual named McLean, a stranger in Quebec, who conceived the wild idea of a raid on the fortress, suffered death by hanging and being disembowled in the vicinity of Glacis street, from which, no doubt, Gallows Hill, as this thoroughfare was formerly known, derived its name.

When open voting was the rule at election times, both for the Federal Parliament and Local Legislature, years ago, there was a great deal of hard feeling, even in the family circle, and fights were quite frequent during political campaigns. In those days every man could tell how his neighbor voted. It was no uncommon thing to see an election contest wind up in a miniature war with considerable bloodshed. So much so, indeed, was this the case that within the last forty or more years it had been found necessary to call out the military to assist the civil power on several occasions.

Political feeling ran very high and it is known where men were assaulted on coming out of the poll houses, or at least as soon as it was known for which candidate they had voted. Open air meetings were in order whenever the weather permitted and the opposing factions—"Bleu" and "Rouge"—often paraded the streets and broke up each other's meetings.

Money and liquor, as well as other influences, were much in evidence, and contributed in a large measure to the success of one or other of the candi-

dates. This was the order of things not only in the city divisions, but in the country districts as well.

On one occasion it is known where the workers in the shipyards in St. Roch's actually paraded the streets armed with treenails, or large wooden pins used in shipbuilding, ready to make use of them on the heads of the opponents of their favorite candidate in Quebec East if it became necessary.

The election bullies, as they were styled, were well known in the days referred to, and some of them were brave enough to fight their way through wild cats.

It was the custom, long ago, before the city was divided into electoral divisions, although entitled to three representatives, to have all the candidates on one ticket, and persons entitled to the franchise were allowed to vote for each of the candidates. On one occasion, during a row in St. John's suburbs, in which residents of St. Roch's joined, two men were so seriously injured that death followed as a result of their wounds.



OLD CALECHE

CHAPTER XIII

SHIP FEVER DAYS OF 1847-48

Thousands of Victims at Grosse Isle—Awful Death Roll—Burning of the Steamer Montreal—The Gavazzi Troubles—St. John's Presbyterian Church—Days of the Oil Lamps—Introduction of Electricity—Roads Leading to and from the Coves

THE years 1847-48 will ever be remembered in Quebec as the awful ship fever period, when thousands of Irish emigrants, while fleeing from pestilence and famine in Ireland, found their final resting place on this side of the Atlantic. They died either at sea, while on the passage in overcrowded wooden sailing vessels, at Grosse Isle, where they were landed on the arrival in the spring of the year, or in Quebec, while six thousand alone were buried in Montreal.

It is on record that in the two years fully 25,000 victims of the scourge died in various parts of Canada, including 10,000 dead and buried at Grosse Isle alone, whole families being wiped out, and the Quebec hospitals were filled to overflowing. Many of the doctors employed on the Island, as well as clergymen, stewards, police, nurses, orderlies, cooks and carters, also sickened and died from the disease.

It was on the 8th May, 1847, that a vessel hailing from Cork with several hundred emigrants on board, a large proportion of them sick and dying from the ship fever, put into quarantine at the Island. This was the first of the plague-smitten ships from Ireland, as well as from Liverpool and Plymouth,

Eng., which that year sailed up the St. Lawrence river. But, before the first week of June as many as eighty-four vessels of various tonnage were driven in by an easterly wind and of that number, it is said, there was not one free from the taint of malignant typhus, the offspring of famine and of the foul ship-hold. Without fresh water, or even straw to protect many of the unfortunates from the wet ground, with the thermometer at 98 degrees in the shade in the early part of July, the sufferings of those landed from the ships and lying in the open air can better be imagined than described. In fact, workmen could scarcely be had for love or money to go down to Grosse Isle, so that all that was left to protect the victims, besides a few sheds, were the tents sent by the military authorities. The stewards, who were supposed to be in charge of the patients and to attend to their wants, were actually afraid to enter either the sheds, in which tiers of bunks were erected, or the tents. The result was that the poor sufferers were deprived of any nourishment outside of a piece of bread—which was fired into their bunks—or a mug of water.

A death register was kept and is still in existence, but it does not commence earlier than June 16th, 1847, when the malady was nearly at its height. According to this death-roll there were buried, between the 16th and 30th June, 487 immigrants “whose names could not be ascertained”. In July, 941 were placed in nameless graves, and in August, 918 were entered on the register under the description of “unknown”. There were interred from the 16th June to the closing of the quarantine of that year, 2,905 people whose names could not be ascertained. In the year 1848, 2,000 additional victims were entered in the same register without name or trace of any kind. Thus, 5,000 out of the total

number of victims were simply described as unknown. The greater portion of the orphans were adopted by French-Canadian families.

The infection also spread to Quebec and other cities and death and desolation followed in the path of those who had strength enough to leave Grosse Isle in search of a new home in Canada.

During the prevalence of the scourge in 1847 the following were members of the Quebec Board of Health :—Messrs. W. S. Sewell (chairman), Pater-son, Prelaboire, Philipps, Vallée, Gingras, Legaré, Wolff, Henderson, Jackson and Bowen. On the 18th August of that year the health inspector reported 162 sick from the fever in Champlain, St. Peter, St. John and St. Roch's wards.

The cavalry barrack was opened as a fever hospital by the civic authorities in addition to the marine and immigrant hospitals. At the latter place, on the 21st August, 1847, there were 856 patients still remaining, 571 men, 241 women and 44 children.

Like the Roman Catholic clergy, six of whom gave up their lives in ministering to the sick and dying, the clergymen of the Anglican persuasion, headed by the late Bishop, Dr. George J. Mountain, did noble work.

At the invitation of Bishop Mountain, all but one of the clergy in the diocese volunteered for service and the good bishop was the first to set the example to them, making two trips to succor the sick and comfort the dying of his faith.

Of the fifteen clergymen of the Church of England—being the only Protestant ministers in attendance—who served at Grosse Isle, two caught the fever and died : Richard Anderson, of New Ire-lan, and Charles J. Morris, of Portneuf. Three of the clergy took it in attendance in the emigrant sheds elsewhere and died, namely, William Chader-

ton, then rector of St. Peter's Church, Quebec; Mark Willoughby, of Trinity Church, Montreal, and William Dawes, of St. Johns.

Seven more of the clergy took the fever at Grosse Isle and recovered. They were Charles Forrest, John Torrance, Richard Lonsdell, Edward Cullin Parkin, William King, Charles Peter Reid and John Butler. Rev. Mr. Parkin was a brother of one of the most eminent members of the Quebec Bar during the last century, the late J. B. Parkin, K.C., while Rev. Mr. King was the father of the present rector of St. Peter's Church, Rev. E. A. W. King, M.A. The six, equally meritorious, who escaped unhurt were, besides the Bishop, Dr. George Mackie (official of the Diocese), Charles Rollit, Edward G. Sutton, Andrew T. Whitten, Narcisse Guerout and Charles Morice.

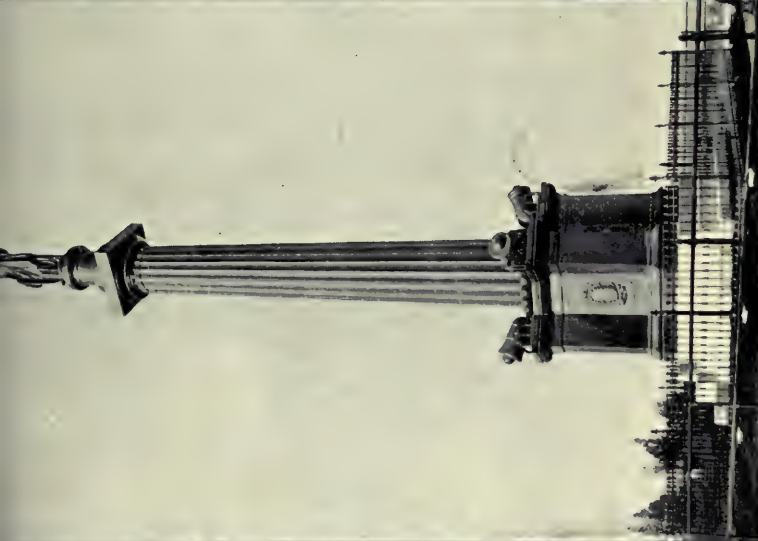
In his book on "The Grosse Isle Tragedy", Mr. J. A. Jordan has an interesting story anent the orphans of 1847, which I take the liberty of reproducing :—

"No very definite or accurate statistics are available to show the number of the orphaned survivors of 1847. Even an approximate estimate can hardly be made of it, for the helpless children were soon dispersed far and wide, but there is every reason to believe that it ran up into the thousands. Many of the little ones were taken away from Grosse Isle with them by surviving old country neighbors and friends of the dead parents. Others were taken and cared for by Irish Catholic residents of Quebec, Montreal, etc., or temporarily sent to already existing or rapidly improvised charitable refuges and asylums in those cities. One of these refuges is still to be seen at Quebec in the old stone building in rear of that noble Irish charity, the St. Bridget's Asylum, where the orphans were placed in the

charge of that worthy priest and warm friend of the Irish people, the late Father Sax, and not a few were adopted by other good French-Canadian priests, including Vicar-General Cazeau and the late Father Bolduc, of Quebec, who reared, educated and started them in life. One devoted priest, Father Harper, rector of St. Gregoire, paid no less than three visits to Grosse Isle, taking away thirty orphans each time and distributing them among his parishioners. Others again were forwarded to or assisted to reach relatives or friends in the United States. But the great majority of the poor Irish Catholic waifs were adopted by the good habitants or farmers in the French-Canadian rural districts, who reared them up to manhood or womanhood and treated them as lovingly and well as their own offspring, giving them in many instances the highest college and university education, making them priests, lawyers, doctors, nuns, etc., or mechanics, and in not a few cases, at death, leaving them their farms or other valuable property as proofs of their affection. And many of these fortunate children or their descendants have since risen to wealth and distinction as citizens of Canada or the United States. To-day they are scattered far and wide. Some of them have preserved and still proudly retain their original family names or Celtic patronymics, but most have lost these or are only known by those of their foster parents, with whose nationality they became identified in every way—in feeling, language, etc. In fact, they are as much French-Canadian to-day as if to the manner born. Hundreds of instances of this absorption and assimilation of the orphans of '47 by the French-Canadian element might be cited. But one of the most striking is recalled by the expected visit to Grosse Isle on the 15th August of Rev. Father Robichaud, pastor of



Wolfe-Montcalm Monument— Governor's Garden.



Monument-aux-Braves—On Ste. Foye Road.



Wolfe Monument—On the Plains (Replaced by new one of same design.)

Madawaska, N.B., who, though bearing to-day a French Acadian name, is none the less of Irish origin, his parents, with whom he came out a child to this country from Ireland in 1847, having died victims of the ship fever at Grosse Isle, being counted among the unknown dead, and leaving to their poor orphan not even the heritage of the family name.

“As for the Protestant orphans, they were taken in hand and well looked after by their own devoted clergy and people and many of them and their descendants are to-day amongst the most solid and respected citizens of the land.”

Dr. F. Montizambert, now head of the Dominion Health Department at Ottawa, was for many years in charge of a half battery of militia garrison artillery, composed of employees of the quarantine station at Grosse Isle (which was first opened in 1832), and had several old smooth-bore guns. The doctor had the right to bring the guns into action in the event of the captain of any vessel refusing to stop at the station for medical inspection. Regular practice was put in at an old tug moored out in the river by the detachment. One day, Dr. Montizambert received an official letter from the Militia Department at Ottawa, asking him why he did not apply in the usual course for the new target that was overdue him. He promptly replied to the authorities that as his men had not yet hit the old target, there was hardly a necessity of renewing it.

The saddest catastrophe of the year 1857, or for that matter for many years previous or after, was the burning of the steamer “Montreal”, under the command of Captain Rudolph, while on the voyage from Quebec to the sister city, and which plunged a number of prominent families in this city into mourning.

The steamer left her moorings in Quebec, on Friday, June 29, at 4 p.m. with a large number of passengers, some 400 in all, including cabin, steerage and the crew, and among them were about 300 Scotch immigrants who had just arrived from their old homes in bonnie Scotland, and were bound to seek their fortunes in the West. Fire was discovered on the boat before she had reached Cap Rouge, 300 yards from the shore, and notwithstanding that every effort was made to subdue the flames, they spread so rapidly that all hope of saving the vessel was abandoned. She was beached at St. Augustin, just above Cap Rouge, the only available spot, as the intervening coves were all filled with timber out to deep water. Her hull, at high tide, was in twelve feet of water. More than half of those on board suffered death, meeting their fate by drowning after jumping overboard. The others either swam ashore or were rescued by boats in the vicinity or by passing vessels.

Those who are still alive and remember well the incidents connected with the fire, give some harrowing details of the disaster, how many of the unfortunate victims were seized with panic and actually pulled each other under the water to rise no more, while several were burned beyond recognition.

Mr. Harrower, of this city, was standing near the river front at New Liverpool when the steamer passed up, and from which volumes of smoke were already pouring. With the aid of a large field glass he saw quite distinctly the panic among the passengers, followed by their jumping overboard to escape the flames.

The remains of one hundred and seventy-nine of the victims were buried in Mount Hermon Cemetery, on the side next to Sillery Hill. Some of the

dead were buried in the Cholera cemetery on St. Louis street, now Grande Allée.

Among the victims was a well known resident of Quebec, Mr. James McLaren, who at the time was gaoler of the Quebec prison, and to whose memory a tablet is erected in St. Peter's Church, St. Roch's. He was Superintendent of St. Peter's Church Sunday school, and at one time owned a building on Richelieu street, known as the Prince of Wales' row, which still stands between St. Augustin and Ste. Geneviève streets.

Mr. McLaren was conveying a young female prisoner to the Kingston penitentiary after she had been found guilty of poisoning her husband, and sentenced to twenty-one years. Notwithstanding that she was handcuffed, she managed to escape a watery grave, while her guardian went down to his death.

Mr. McShane, a well known cattle dealer, father of Hon. James McShane—the People's Jimmy—of Montreal, was also a passenger on the ill-fated steamer. After jumping into the river when the boat was run ashore, he struck out for land, but found somebody holding on to his coat, which made it somewhat difficult for him to make any progress, although a good swimmer. On reaching shallow water, however, and turning around to investigate, imagine his surprise to see a fine healthy looking Scotch woman still with a firm grip on him. Needless to say he was delighted to learn that he was, unknowingly, as it were, the means of saving a life, but not more so than the woman herself, who, no doubt, lived for many years afterwards to relate her thrilling experience.

Other women were saved by holding on to cabin doors which had been wrenched from their hinges by the male passengers and thrown overboard.

The St. Andrew's Society of Quebec sent £100 for the relief of the survivors who were taken to Montreal, and gave another £100 to the survivors remaining in Quebec. The Irish Protestant Benevolent Society also donated £100.

Who has not heard of the Gavazzi troubles, especially among the older generation of Quebec's population? The visit of the former Italian priest to this city, in June, 1853, furnished the occasion for considerable ill-feeling between Protestants and Roman Catholics, more especially the local Irish Catholic element, which culminated in a small riot on the evening of the 6th of that month, when the reverend gentleman was announced to preach in Chalmers' Church, situated then as now at the head of Ste. Ursule street. On the evening in question the church was crowded to the doors, hundreds in fact not being able to gain admittance, and among the number present were scores of Irishmen. Many of them were prominent residents at the time, who took exception to the ex-priest denouncing the former faith of himself and that of his forefathers.

Shortly after Mr. Gavazzi had commenced speaking he made several uncomplimentary references to the Roman Catholic priesthood and sisterhood, which was a signal for trouble and a row at once started, not, however, before the preacher had been given the lie several times by the crowd, some of whom made for the platform or pulpit with the view of inflicting bodily injuries. But as fast as they approached, Mr. Gavazzi, who was of splendid physique, made a brave defence, endeavoring to brain each in turn with a stool. After a time, he was hustled out of the church by his friends through a side entrance and escaped the fury of the excited crowd. In the meantime a panic prevailed among

the members of the congregation, especially with the women, the latter making their escape through windows and other exits, suffering much damage to their wearing apparel and the loss of jewellery and other inconveniences in so doing.

Before order was restored with the aid of the police, there were several free fights between the men of the congregation and intruders, during which time considerable glass was broken and the interior of the church damaged.

A gentleman, who was well known to the writer, but not a member of the congregation, while making his way out of the sacred edifice, was throttled by one of the invaders and asked his name, which he gave. He was told that he would do as well as anybody else, and with that got a crack on the head, which caused him little injury, however.

Mr. Gavazzi next visited Montreal, where another riot ensued and five people were killed and injured, as a result of being fired upon by the troops who were called out to quell the disturbance by the Mayor of that time, Mr. Wilson.

As a result of the trouble in Quebec several of the ringleaders were arrested, but escaped punishment.

St. John's church—where the congregation of Chalmers' church originally worshipped—was incorporated by act of Parliament in 1831 and was situated on St. Francis street (now called Ferland street), having been built in 1816 as a place of worship by the Congregationalists, who later built a church at the corner of Palace and McMahon streets, now known as the Salvation Army headquarters. Previous to the opening of Chalmers' church in 1853, with Rev. W. B. Clark as pastor, the congregation of St. John's church worshipped in the old building on Ferland street, of which the Rev. Mr. Clugston was in charge. He resided on

St. Charles street. Later the building was altered considerably and named the Temperance Hall, being the headquarters for years of the members of the Masonic lodges.

In the olden days all the artificial light that Quebecers enjoyed at night, was that given out by lanterns carried by men who patrolled the streets. This was followed by lamps burning fish, vegetable or coal oil, even long after 1849, when gas was first introduced into the city. On moonlight nights, the lamps were never lighted, as it was thought unnecessary then to aid pedestrians on their way as it is now, under the glare of a brilliant electric light after dark. The lamp posts, in which the lights were placed, were situated quite a distance from one another on the various streets, and the flickering lights fell far short of what the people enjoy or rather should enjoy to-day.

The lamp lighters' brigade was composed of a corps of men of diminutive stature. They carried short ladders on their rounds, which they were obliged to climb in order to light or extinguish the coal oil lamps or gas, as the case might be. They made their journeys at a regular trot, and woe betide the person that would, by accident or design, attempt to interfere with their progress.

A story went the rounds for years, long ago, concerning one of these lamp lighters, who lived in St. Louis suburbs, and who was probably the smallest man of the force. His wife happened to be very sick when a clergyman was called and on entering the house found our little friend crying. The clerical gentleman said nothing at the time, but before taking his departure reassured him by saying: "Don't cry, my boy, your mother will soon be bet-

ter''. The party in question was the butt for many years afterwards of the jokers.

The directors of the Quebec Gas Company in 1847 were :—Robert Cassels, Hon. W. Walker, W. Peters, R. H. Pemberton, James McKenzie, W. S. Sewell, Arch. Laurie, J. Graves Clapham, Secretary *pro-tem*.

Stores and dwellings in Quebec were first illuminated by the aid of incandescent electric lights in 1886, while the streets of the city were first lighted by electricity in August, 1887, the civic contract having been signed with the Quebec and Levis Electric Company in April of the latter year. This company was incorporated in 1881 with the following provisional directors :—Hon. P. Garneau, Hon. A. P. Caron, A. Thomson, J. B. Forsyth and William Sharples. The following directors were elected on the 2nd February, 1885 :—Messrs. A. Thomson, J. B. Forsyth, E. J. Price and H. T. Machin.

A wooden stairs, built at Cape Cove by the late Henry Dinning for the convenience of the workmen in his shipyards, who resided in the upper wards and St. Roch's, were known as the "Nanny Goat Steps". They ran from Cap Blanc to the head of the cliff, some distance east of the gaol, and shortened the route considerably, but not a trace of them has been left for years. At one time many residents of the coves owned goats, with which to provide the milk supply for the household, and these hill-climbers broused on the bushes on the cliff, from whence the name "Nanny Goat Steps" was, no doubt, derived.

A first class roadway for horses and vehicles, as well as foot passengers, formerly ran from Hall's Cove to the summit of the hill at the east end of the Plains, thence to St. Louis road, near the toll-gate,

and was known as "Bonner's Hill". There is hardly a vestige left of the roadway, which was built on stone abutments and wooden piers. Indeed, it is impassable now, for even pedestrians. The Bonners (some of whose family reside in New York), at one time owned property on the river front in Champlain street and resided in "Wolfe's Cottage", on Gilmour's Hill, which was the first house built in that locality after the conquest. The first Bishop Mountain made his home there for a time, as did the Price family, while it was occupied by the Carroll family for nearly fifty years. The Cauldwells were the original owners of the property.

Wood's Hill, which ran from St. Michael's Cove to St. Louis road, at Bergerville village, was also at one time a public thoroughfare and much in use by man and beast, but it too, like "Bonner's Hill", has long since served its purpose and is now impassable.

Even the ravine up which Wolfe's troops reached the heights of the Plains of Abraham is almost filled in with earth as the result of heavy rains.



CHAPTER XIV

"THE GOOD OLD DAYS(?)"

Social and Other Conditions Years Ago—Fall of the Montmorency Suspension Bridge—Awful Fate of a Farmer and Wife—"Great Eastern" in Port—Indian Encampments at Levis—The Hurons of Lorette—Smoking and Snuffing Habit—Calèche Drivers of the Past—The "Ceinture Fléchée"

EDUCATIONALLY, financially and socially, apart from other considerations that tend to make up life, the people of Quebec and district are in a much better position to-day than they were fifty or sixty years ago, enjoying privileges now that were never dreamt of then, and on all sides surrounded by wonderful improvements.

The younger generation is afforded much superior educational facilities than formerly. Socially, no comparison can be made as to home and other comforts with the olden times. It was existing then rather than living, while financially speaking one was lucky to possess a quarter in the days gone by as compared with a dollar now. While the purchasing power of that quarter, it must be admitted, is not by any means as great as long ago, still on the other hand look at the changed order of things.

Yet, we hear people talk of "The Good Old Days".

But the children were then obliged to leave home, with its influences for good, to assist in the maintenance of the household, almost before they had reached their teens, with little or no education,

outside probably of writing their names. At best for the majority of the boys and girls it was a case of the public schools, usually held in overcrowded, unsanitary, unventilated buildings, while the pupils often were obliged to be under the tuition of teachers who had little or no qualification for their calling. The result was that ignorance abounded on all sides, and it took no extraordinary efforts to find men, women and children who were totally ignorant in educational matters. In 1870, there were no less than 6,283 persons unable to read and 8,821 unable to write in the city of Quebec alone, out of a total population of less than sixty thousand.

Compare the conditions then prevailing with the present day colleges, normal schools, academies, elementary schools, night schools for old and young of both sexes, technical schools, dressmaking schools, singing classes, art schools, agricultural and veterinary schools, etc. The majority are situated in costly and commodious buildings, while mostly all are modern, healthy and fully equipped. Now a sound practical education is within the reach of youths before starting out to fight the battle of life, and this at very small cost. The poor man's son has an equal chance with the son of the man of wealth, and the former is no longer handicapped as he was years ago.

Over ninety per cent of the population of the city of five years of age and over are able to read and write now as compared with the figures given above. According to the census returns of 1911-12, Quebec was the fourth highest province in the Dominion for its school population between the ages of seven and fourteen, the percentage being 80.96. The Local Government grant for educational purposes in the Province in 1867-68 was \$256,762, as compared with \$1,724,109.53 in 1913-14.

Now it will be in order to take a glance at the social side of life in the olden days as compared with the present. As already said, it was existing, not living, as we see it to-day, although many of the people lived long—many much older than they do now, according to the vital statistics—and died happy, but what luxuries did they enjoy? Where were the comforts we are enjoying now in the improved sanitary arrangements of the home, the comfortable dwelling with the water service, the electric light, gas, electric cars and many other things that might be enumerated, within the reach of all, that our forefathers had not the slightest conception of? In a word, the poorest of us are living a life of ease and luxury which in our tender years we never anticipated.

From a financial standpoint, let us look at the situation. It is beyond question that living formerly was much below the cost of to-day; nevertheless, it was a struggle to make both ends meet, money being so scarce and work so difficult to procure, with the result that not only ignorance but poverty was in evidence on all sides. It was a case of continued worry almost from the cradle to the grave.

It might be interesting to note that while dwellings of two, three or five rooms, without water service or other conveniences, sometimes with not even paper on the walls, were procurable for from two dollars per month upwards, on the other hand one could get a cord of hardwood, which usually cost from two to three dollars, sawn, split and piled for from twenty-five to thirty cents. The services of ordinary laborers for a ten-hour day could be had for from thirty to forty cents, or, to be extravagant, say fifty cents. A charwoman was paid twenty-five cents, a sewing girl about the same, while domestic servants could be had almost for their keep. Of

course, there were exceptions, but these were the prices that prevailed.

As for skilled labor, one example will suffice, that of printers. Apprentices to the printing business were paid at the rate of \$1 per week for the first year, and \$1.25 per week for the second year, and so on for five years, while learning the trade. First class full fledged journeymen, for sixty hours' day work per week, received from \$5 to \$8. Other practical tradesmen were even in a less fortunate position, as wages were not only less than quoted above, but during the winter months there was little or no work to be procured at any price.

In one instance, during a particularly severe winter season, a number of men presented themselves in a certain shipyard for work. They were informed that the outlook was most discouraging on account of a slump in the shipping industry, but if they were satisfied to take twelve and a half cents a day for eight hours, they might start work. Well, the poor fellows were actually forced to accept the beggarly pittance to avert starvation for themselves and families.

While the conditions prevailing in this city were very far from encouraging, the state of affairs in the surrounding country districts was even worse, in comparison with the present, and farmers scarcely ever handled any money, their produce being given in trade to merchants.

How often have we heard the story of the misery endured by the farmer and his wife in the long ago, who were not only obliged to cover the distance between Valcartier, Laval and Lake Beauport to Quebec on foot, but to carry on their backs butter, eggs or other products of the farm to exchange with a local dealer, conveying on their return journey a small bag of flour, or oftener oatmeal.

There was a scarcity even of the bare necessities of life amongst them. They used home-made tallow candles for illuminating purpose or "spits" containing vegetable or fish oil. It was the flint and steel instead of matches, while needles, pins, etc., were limited to an extraordinary degree in the households of the rural population. Even the loss of a small piece of home-made brown soap, accidentally left on the stoop outside of the house after a light toilet, and swallowed by a half starved tramp porker, was almost a calamity. Then it was the reaping hook, hoe and spade, later the scythe and cradle, but now it is the mowing and other machines, with comfortable homes.

How many of us remember the battalions of beggars who paraded the city streets in those days soliciting halfpence and food from door to door.

So there is no exaggeration in saying that the cry of the "Good Old Days" is but a myth.

The towers at the head of Montmorency Falls stand as a monument concerning which very few of our present generation know anything. A suspension bridge crossed the chasm, but it fell on the morning of the 30th April, 1856, shortly after its construction, and carried down to an awful death a farmer named Ignace Côté, of L'Ange Gardien, and his wife, who were crossing in a country cart on their way to Quebec, as well as a fourteen-year-old boy named Vézina, who was walking on the bridge towards L'Ange Gardien. They were near the centre when the structure, almost without warning, collapsed and the unfortunates dropped over 250 feet into the boiling waters below. Nothing was ever heard of the victims, or even the horse or trap, and no attempt has ever been made to rebuild the bridge. Some men who were still working on the structure,

close to the shore, had miraculous escapes, while the accident was witnessed by several people.

This bridge collapsed, strange to relate, the first day it was opened for vehicular traffic. After the accident it was discovered that the cast (instead of wrought) iron anchor connections were rusted almost through and an accident was therefore unavoidable. Foot passengers had been crossing to and fro for some time before the fatality. In fact, our fellow-citizen, Mr. F. X. Berlinguet, passed over it with his wife, on foot, the very day previous.

An aged farmer named Racine, who is still living in the vicinity of the Falls, remembers the incident quite well, and had a narrow escape himself, as he was within a short distance of the vehicle containing the people that went down. When his horse reached the edge of the bridge, the animal, for some reason unexplained, balked, and while Mr. Racine was urging it to proceed, the accident took place and he miraculously escaped death.

While the bridge was under construction, the civic fathers of Quebec were discussing the advisability of building a suspension bridge across the St. Lawrence, and had actually consulted an English engineer as to its cost, etc. After the accident at Montmorency, however, the idea was abandoned, as it was felt that if a structure of two hundred feet could not stand the weight of a small load, what would happen with a bridge of eighteen hundred feet with a train crossing?

About the same time an almost similar accident occurred, this time happily, without loss of life. A wooden bridge had been built over the Chaudière and just as the workmen had completed removing the scaffolding the whole thing collapsed into the river.

The Quebec bridge, on the south shore, fell on the

29th August, 1907, when over seventy lives were lost.

The arrival in port in July, 1861, of the "Great Eastern", the largest steamer then afloat in the world, caused a great sensation here at that period, attracting crowds of people from all parts of Canada and even from the United States. She was 692 feet long, 89 feet beam, 58 feet deep, with five funnels, six masts, of 29,000 tons, and a paddle-wheeler. She brought out two thousand, five hundred soldiers to strengthen the Canadian garrison and some horses for the military service. The steamer lay at anchor in the stream opposite the Terrace for several weeks and was witnessed by thousands of people, while in port, at an admission fee of fifty cents each. She took on a cargo of dry deals for the home market, and while on the return voyage the steamer encountered a violent storm and lost boats and other moveable effects on her deck. The vessel, which was built in England, was a marvel in shipbuilding, and was launched sideways, after several futile attempts, at the enormous expense of \$600,000, on January 31st, 1858. Her actual cost when finally ready for sea was \$5,000,000. She had accommodation for 800 first class, 2,000 second and 1,200 third class passengers. While the "Great Eastern" was in New York in 1860, crowds visited her and \$70,000 were received for admission fees over and above all her expenses. She was a financial loss and after laying the Atlantic and several other cables was sold for £16,000 for exhibition purposes on the Clyde, and afterwards broken up in the Mersey.

Small encampments of Micmac and Montagnais

Indians from New Brunswick and the north shore for many years, even down to the middle of the last century, during the summer seasons, pitched their tents on the beach on the Levis side of the river at Indian Cove. There were quite a large number of redskins, with their squaws and papooses, living in wigwams. They did a thriving business in the sale of their bead work, mocassins, fancy baskets and other wares to Quebecers, who visited them in large numbers. The small boys of the tribe were experts with the bow and arrow, and it was a great treat for the younger generation of Quebecers to be allowed to visit them. Before leaving in the fall for the hunt again they received gifts of blankets, clothing, etc., from the Imperial Government authorities.

A visit to the Huron Indian village at Lorette, years ago, was very interesting, when there was quite a large population on the reserve. The boys were experts as archers. The Hurons have occupied their present location at Lorette for fully two hundred years. Their chapel dates from 1731. They assisted the British in the war of 1812 and several of the tribe fought with de Salaberry at Chateauguay. Gabriel Vincent was said to be the only pure-blooded Huron living on the reserve in 1830. Charlevoix gives an interesting account of the village and church of his day. He says: "Nothing can be more affecting than to hear them sing in two choirs, the men on one side and the women on the other, the prayers and hymns of their church in their own language." He adds: "We were here surrounded with the vastest woods in the world; in all appearance they are as ancient as the world itself, and never were planted by the hand of man." As early as 1751 the Jesuits had a flour mill in operation at Lorette.

It will, no doubt, be a surprise to the younger generation to know that in the fifties, smoking among middle-aged and old women was still quite common, in the city and country districts. Many a time have I seen members of the fair sex going around the house, at their work, or sitting on the doorsteps, pulling away at the old clay pipe. It was the fashion and caused very little comment. The cigarette habit was not known then, at least among the ladies.

Snuffing was very prevalent in those days, not only among the poor as well as the fashionable women, but with men of high and low estate. Those who indulged in the habit always made it a rule to carry a well filled snuff-box with them, sometimes of silver and quite elaborate. It was no unusual thing to see them taking a pinch of snuff on the street or treating their friends. Some people actually carried a small spoon with which the better to take a large pinch. The snuff-box and a large colored handkerchief were treasured as highly as a valuable pipe and tobacco pouch are to-day. Many people were such slaves to the habit as to carry the snuff-boxes to church with them and take an occasional pinch during their devotional exercises. As a reminder of those days, there is a handsome Scotch snuff mull still retained on the table of the Provincial House of Assembly, for the use of members, if needed.

Many years ago, calèches without hoods were almost in general use, four-wheeled waggons being quite a novelty and only patronized by the more wealthy of the population. Cabbies were also very reasonable in their charges then, when two persons would be driven to St. John's suburbs from the Champlain market with several baskets of provisions, in a calèche, for the small sum of a York shil-

ling, which, reduced to the present day currency, amounted to twelve and a half cents. In the days of which I write, horses, such as they were, could be purchased for a song, if, indeed, any number could not be had for their keep, especially in the winter season, while to-day it takes a small fortune to buy one. In the early days, the majority of the carters were English-speaking, many being Irishmen of the good old patriotic stock, who could spin a yarn to their fare, in reference to Quebec, that would put our present day Jehus to shame. The majority of the men who followed the business when the Imperial troops were in this garrison made good money with the officers, who were, in the majority of cases, hail-fellow well met, splendid spenders, and not afraid to part with a few dollars when the occasion offered.

Some seventy years ago there were thirteen cab and calèche stands in the city, situated among other places, besides St. Roch's, on St. James, Sault-au-Matelot, St. Paul, Palace, Fabrique, Stanislas, Dauphine and d'Aiguillon streets.

It may be a surprise to some people to know that buffalo coats were in general use by the carters, at one time, and their cost was between twelve and fifteen dollars, while unlined buffalo robes were worth no more than six dollars, but to-day cannot be purchased for a fortune. In those days thousands and tens of thousands of buffalo hides were annually shipped to the east from the prairies of the west after the usual slaughter of the buffalo by the Indians and half-breeds.

A carter was not dressed in those days unless he had around his waist a "Ceinture Fléchée", (or arrowed sash), made by the wives of the habitants, who possessed a secret skill in the production of these articles, which has, curiously enough, long

since been lost by succeeding generations. They were made from the wool of sheep, dyed with vegetable dyes extracted from the bark of the trees and took three winters to knit. They were often presented in the olden days to Indian chiefs by the habitants, in order to gain their favor, and this accounts for so many being found among the tribes of redmen, who knew nothing of the secret of manufacture themselves, however. Some of these sashes are known to be from one hundred to one hundred and fifty years old. Formerly they could be had at almost any price and were quite plentiful, while to-day there is but a very limited number, commanding very high prices. It is only a question of a short time when this style of sash will not be purchasable for love or money.



Habitant Bringing Home a Load of Wood.

CHAPTER XV

CRIMPING ALONG THE COVES

Bold Work of the Sailor Catchers—Water a Luxury—The Cholera Scourge—Explosion in the Military Laboratory—National and High Schools—Finlay and Female Orphan Asylums—Ste. Foye Monument—Fall of Sebastopol—Spencer Wood Destroyed by Fire—Official Residence of the Lieutenant-Governors

WITH so many ships in port in Quebec as in the years long past, it was not surprising that there was a great deal of crime and that the life of the sailor was of little moment to some of the brutal captains or crimps. There is no doubt that many a poor Jack tar or stowaway found a watery grave while on the passage out, or in port, their unknown and unclaimed bodies being washed ashore in or near the harbor and somebody's darling consigned to a pauper's grave with little or no ceremony.

One particularly pathetic incident occurred in the early seventies, which was the talk of everybody in the coves at the time. Two young stowaways from Greenock, shortly after being discovered on the bark "Princess Royal", were forced over the side of the vessel on the floating ice, while the bark was still far from port and were left to their fate. As one might treat a dog, the captain threw some "hard tack" or biscuits overboard after them. It was never known whether the unfortunate lads perished on the ice or managed to reach shore.

Crimping was in full swing in the port of Quebec in the fifties, as it was indeed, for years later, and

many a harrowing tale could be told of some, at least, of those who controlled the nefarious traffic.

It is not pretended that all the men engaged in this work were bad, by any means, but these were the exception.

Poor lonely toilers of the deep, friendless and in a strange land, were enticed or forced off their vessels by the crimps, who, once they had them completely under their control, unwilling prisoners as it were, filled them with vile whiskey to such an extent that they practically lost their senses. Then, when a favorable opportunity offered, the unfortunates were very often forcibly taken on board of another ship. There they would replace some members of the crew who had already been lured away by the sailor catcher or his runner and practically sold, the captain paying them a certain amount for the services of the sailors for the passage home.

As a matter of fact the latter were generally penniless, as a bill of expense was trumped up against the men for board, liquor, probably clothing also, so that the crimps received any money that was coming, and their victims were landed as paupers on reaching their destination.

This traffic was carried on for years, notwithstanding the stringent laws enacted by the Government against the practice. Many a mariner, half crazed with liquor, was called upon to forfeit his life in an effort to escape from the clutches of these men, several of whom amassed small fortunes while engaged in the nefarious trade and spent their ill-gotten gains in other parts of the world, where they could breathe freer and enjoy life better.

It is known where half drunken sailors were actually kindapped on the streets while on the way to board their vessels and they knew no more until they were on the high seas under a new master and

on a different vessel without a cent in their pockets.

A friend, a well known and respected citizen, who is still alive to relate the story, was an eye witness of the kidnapping of a full grown, able-bodied seaman from on board a brig lying at Wolfe's Cove booms, one afternoon in 1863, while it was still broad daylight, by a well known crimp named Ward. The unfortunate was actually forced to go ashore at the point of a revolver, was thrown into a calèche on reaching the yard gate and after getting into the vehicle himself, Ward sat on his victim and ordered the carter to drive to his residence, some distance nearer town.

On another occasion it was reported, on the best of authority, that a crimp shipped seven or eight sailors under cover of darkness on a vessel lying in the stream ready to sail. When they were aroused out of their stupor some time later, and ordered to assist in weighing anchor, one of the number could not be awakened. As a matter of fact, it is said, that the man was already dead when put on board, the night previous, but the crimp, in order to receive his full price and save further trouble as regards an investigation by the coroner and probably criminal prosecution, thought it best to put the corpse out of the way by placing it on the vessel. She left port at daybreak the following morning, and the discovery was only made when the ship was on its voyage some distance down the river, and the victim, no doubt, was buried at sea.

Several of the men were known to be so bold as to not only forcibly take sailors from their ships, but to carry them off to certain points on the American border, where parties were stationed to receive them. It seems hardly credible, but it is true, nevertheless, that these poor fellows, some of them British subjects, were actually obliged, against their

will, to don the uniforms and fight in the ranks of the Northern army during the late civil war in the United States. It was known where crimps received as much as \$500 to \$1,000 per man, according to the demand, while engaged in this criminal traffic.

Water was a luxury in Quebec, even in the sixties, and the great majority of residents were obliged to depend upon the water carriers for their supply, for which they paid sixpence, or twelve cents per barrel. This was a hardship to many a poor family and consequently it was a crime to waste any water in those days, even for general household purposes.

All homes without the regular supply had a second or third barrel placed in convenient places to catch the rain water, which supplemented the drinking fluid for washing and other such purposes. Many of the population had recourse, however, to private wells.

Of course, a daily bath was out of the question, except one was taken in the river, to which many of the boys resorted, especially around Hall's boom, in the Cove, at Clint's and other wharves in the Palais and St. Roch's, bordering on the St. Charles and Hare Point, some going even as far as Scott's bridge in order to have a plunge during the summer season.

There were more drowning accidents recorded in those years as compared with now, and a particularly sad one comes to mind. On the 14th July, 1860, three brothers named Waddell, aged 8, 13 and 16 years, members of a prominent Quebec family, were drowned in the St. Charles river, near the Marine Hospital. The youngest got over his depth and

the other two brothers sacrificed their lives in an effort to save him.

At one time in the history of Quebec, previous to 1852, when the first water and drainage service was introduced, people had to depend on nothing better, apart from the private wells, than contaminated water drawn from the Cul-de-Sac or the Palais, full of vegetable and other refuse matter.

To this fact, added to the extreme poverty of many of the people, was due the awful spread of the dreaded Asiatic cholera, when the city was visited by no less than six outbreaks. Three times the visitation came to Canada from Europe, via the St. Lawrence river route, and three times was it introduced from the United States. In 1832 there were 3,451 deaths reported; in 1834, 2,509 deaths; in 1849, 1,185 deaths; in 1851, 280 deaths; in 1852, 145 deaths, and in 1854, 803 deaths; a total death toll of 8,373.

Of course, the great majority of the victims were emigrants, but there were also many hundreds of Quebecers carried off, while the hospitals, temporary as well as permanent, were all overcrowded with sufferers. There were very few deaths reported in the outlying districts, to which many people fled from the city, to escape the plague, yet the ravages of the disease followed the emigrants along the water route westward as far as Sault Ste. Marie, and many deaths were reported. As at Grosse Isle, it was almost impossible to secure help for the hospitals and many of the victims of the scourge died from lack of proper attendance and care. The first person to die of the disease in 1832 was an emigrant from Dublin who passed away in a boarding house kept by a man named Roach, in Champlain street, and no less than fifty-six persons followed this one to the grave, during this season, also from this house.



Jesuit Church and Esplanade—From old print.



Spencer Wood—Official residence of the Lieutenant-Governor.

The outbreak in 1832 was at its height during the months of June and July, as was that of 1834.

While the scourge was raging in the earlier years, bodies of the victims were carried away in carts and deposited in trenches, which, when full, were covered over with earth, funeral services even being dispensed with. Carts, loaded with plain deal coffins, paraded the streets and wherever a death was reported the victim was unceremoniously placed in one of the rough boxes and conveyed to the nearest cemetery, followed probably by one or two mourners. It was not permissible to keep the dead over night. It is said that bodies were known to have been lowered into a common grave before they had breathed their last. In one instance, at least, this was clearly proven. A woman, who resided at the time on the rock side of Mountain Hill, was so frightened that she would contract the disease that she actually refused to leave her room. Her husband had occasion to go out of town for a day or two and on his return was horrified by the information that his wife was dead and buried. He was not satisfied and insisted on the body being exhumed, when it was discovered that she had actually been buried alive and had died from fright rather than from the disease. There may have been many more similar cases.

The majority of the victims died after a few hours illness with great sufferings. In one case, a well known and popular resident named Harry Leslie, who, by the way, was an amateur actor of some note, took ill in the morning and was dead the same evening. In the meantime he had been around town as usual and although he complained to a friend (Mr. J. S. Budden), of not feeling well, assured him that he had a positive cure for the dis-

ease. In the evening his body, with hundreds of others, was on its way to the cemetery.

On the occasion of each outbreak of cholera a panic seized the greater number of the people, who resorted to all kinds of quack medicines and devices—including the drinking of large quantities of Jamaica rum and brandy, or the carrying of a piece of camphor in the corner of a handkerchief—to ward off the disease. In many cases—in fact, as already said—the people deserted the city and fled to the country districts in an effort to escape the plague. Here, as a rule, they were safe, as the cholera claimed very few victims outside of the towns. Business was at a standstill and services were held in all the city churches. In an effort to stay the progress of the disease, tar barrels were burned in various parts of the city, even in the Place d'Armes, guns fired from the Grand Battery, and many other means taken, in an effort to prevent the spread of the plague.

A good story is told by an old friend who, when quite a small boy, was removed with his sisters to a farm house on the Ste. Foye road, where the indulgent mother thought her little flock would be safe from the epidemic. However, at about twelve o'clock on the first night of their arrival and before they had got properly settled down for a stay, the hired man returned home from town very sick and everybody concluded that he, too, was suffering from an attack of the cholera. A bountiful supply of rum was administered and it then transpired that he was the victim of a mild dose of colic or an overdose of fire water as a result of meeting congenial spirits in town, nothing more. Soon the excitement died down, but the mere thought of leaving a comfortable home in town to contract the disease

in the country almost turned the mind of our friend's poor mother.

While the water and drainage service was connected with a part of the city in 1852, it was only in the seventies that the service became general throughout the older sections of Quebec; previous to that, for many years, it was the residents of the principal streets only who enjoyed the luxury, the others depending entirely on the water carriers.

On March 4th, 1864, an explosion took place in the building situated between the guard house and the magazine at St. John's gate, which had been used as a laboratory, and for making up ammunition for the use of the troops of the garrison. It happened just a few minutes before noon. The shock was so severe as to blow to pieces the solid stone building in which it occurred and was heard several miles away. Eleven deaths in all were caused by the explosion. The damage to property on St. John street was so great that nearly all the stores had to be closed for repairs during the afternoon of the day, almost all the glass being shattered.

A panic prevailed among the pupils in the National School, on d'Auteuil street, which was situated but a short distance from the scene of the accident, and the scholars were nearly frightened to death as the glass partitions started to fall, and the books went flying in all directions. Very few received any injury, and then only of a minor nature. The boys were reassured by the teachers, headed by Mr. Heatherly, and quietude was soon in order again.

The National Schools were started by the old Society for Promoting Christian Knowledge, when it established a branch at Quebec, and opened their schools in the Hope Gate Guard House in Novem-

ber, 1819; subsequently a site was obtained from the Government on D'Auteuil street hill, where the present building was erected in 1823. The schools were carried on until 1883, when their conduct was by agreement undertaken by the Protestant Board of School Commissioners, but the building remained the property of the church and was used by the Cathedral and St. Matthew's Sunday schools until the Church Hall and St. Matthew's Parish Room were built; in 1903 it was occupied by the offices of the Inspector of Superior Education and several fraternal associations till it was sold to the Jesuits.

The Quebec Asylum was instituted in 1821, in a house on the Little River Road known as La Maison Rouge, which was found to be inconveniently situated, being too far from town, so the house was sold in 1826 and suitable arrangements made for the care of the children and adults. In 1828, the ladies' committee of the female department of the National schools organized the Female Orphan Asylum, and established it in the upper story of the National School building in March, 1829. On the opening of the Finlay Asylum in 1862 the inmates were removed there, until the ladies of the Female Orphan Asylum purchased the present building on Grande Allée, in 1873, from the Imperial Government.

The Royal Grammar School of Quebec was founded by Imperial Charter in 1816, and in 1842 it was succeeded by the High School of Quebec, situated on the Cape, which institution has been in existence ever since, the headmaster bearing the double title of Rector of the Royal Grammar School and headmaster of the High School.

With the exception of a short period when it was under the control of the Protestant Board of School Commissioners, this school has always existed as an

independent institution, unaided by public moneys of any kind. Its claim has ever been to give the pupils, individually and collectively, a more thorough and a higher education than is possible under public school conditions. The high tone of the school has been worthily maintained by such headmasters as the two Doctors Wilkie, Doctors Smith, Hatch, Dale, Harper and Young.

An Old Boys' Association was formed in 1912, which numbers in its ranks ex-pupils all over the continent. As proof of the success which High School boys have made in life, mention need only be made of such graduates as D. R. Wilkie, Sir Charles Fitzpatrick, J. T. Ross, Admiral Douglas, A. W. Cook, Hon. Réal Angers, A. Joseph, Col. Turnbull, W. C. Scott, M. Goldstein, J. A. Jordan, C. A. Pentland, J. B. Parkin, N.P., D. McGie, W. Clint, Montefiore Joseph, Lieut.-Col. B. A. Scott, F. W. Ross, A. G. Racey, G. H. Thomson, Col. Dunbar, Col. Turner, V.C., D.S.O., Cyrille Tessier, E. Scott, Judge Cassels, Henry Fry, Col. Neilson, W. B. Rodgers, J. G. Scott, Charles Meiklejohn, H. Thomson, G. G. Stuart, J. L. Bell, J. Johnston, H. H. Sharples, C. Campbell, W. H. Wiggs, J. McLimont, E. R. Alleyn, A. K. Austin, C. Gagy, M. A. Plamondon, St. George Knight, A. Ahern, A. Elliott, C. Sewell, R. Sewell, S. Elliott, W. Stevenson, G. Stevenson, S. Oliver, H. Oliver, C. Bell, F. Knight, E. Walker, G. Walker, R. Borland, H. A. Jordan.

In 1830 there was a classical school in Garden street conducted by Mr. D. Wilkie.

The Commercial Academy, of the Christian Brothers, had several classes in the south end of the old National School building fifty years ago.

Public schools were established in Lower Canada as early as 1807.

When quill pens were in use in schools in the long ago there was generally a writing master on the staff, whose chief occupation was to sharpen the quills for the scholars.

The corner stone of the Ste. Foye monument was laid with great pomp on the afternoon of July 18, 1855. The Governor-General, Sir Edmund Walker Head, presided, and thousands of citizens of all nationalities as well as students from the Seminary, delegates from Montreal and Three Rivers, etc., were in attendance. The troops in the garrison and the crew from the French warship "Capricieuse", also marched in the procession from the city to the site of the monument, headed by several bands. The final ceremony, on the completion of the monument on the 19th October, 1863, was the occasion for another enthusiastic celebration. Captain Carter, late Collector of Customs, was then an ensign in the Sixteenth Regiment of Foot, and carried the colors with his regiment. Beneath the column are buried in a common grave the bones of many of the brave soldiers who fell in the death struggle that took place between the 78th Highlanders and the French Grenadiers de la Reine, on the 28th April, 1760. The iron pillar is surmounted by a bronze statue of Bellona, presented in 1855, by Prince Napoleon Bonaparte. The monument was erected through the efforts of the St-Jean-Baptiste Society of Quebec.

Quebec was en fête on the night of Monday, October 8, 1855, as a result of the receipt of the news of the fall of Sebastopol, through the combined efforts of the armies of England and France. Bands paraded the streets of the city playing British and

French national airs and all classes of the community joined in the celebration.

Spencer Wood, known as "Powell Place" in 1780, situated on the St. Louis road, has since 1850, when it was purchased by the Government of Canada, been a popular residence with Canada's Governors. The ancient structure, which was more palatial and larger than the present gubernatorial residence, while occupied by Sir Edmund Head, was destroyed by fire on the 28th February, 1860, a date which had been selected for the occasion of a State dinner on the day of the opening of Parliament, to which many of Canada's former statesmen had been invited. It was rebuilt between 1862 and 1863 at a cost of \$28,000. In the meantime Sir Edmund Head and family resided at Cataraqui. The last Governor-General to reside in the building after its reconstruction and before the removal of the Government seat to Ottawa as the Federal Capital was Lord Monck. At one time in the early days a company of regular soldiers was stationed there and guards patrolled the grounds as well as doing duty at the main gate. The soldiers were provided with barrack accommodation as well as with a mess room, and when not on duty passed the time with a game of cricket or other outdoor sport. The property was purchased by the Provincial Government in 1870 and since then has been the official residence of the Lieutenant-Governors. The first one to occupy the place was Sir N. F. Belleau, followed by Hon. R. E. Caron, 1873; Hon. L. Letellier de St-Just, 1876; Hon. F. Robitaille, 1879; Hon. L. F. R. Masson, 1884; Hon. A. R. Angers, 1887; Sir J. A. Chapleau, 1892; Sir L. A. Jetté, 1898; Sir C. A. P. Pelletier, 1908; Sir F. Langelier, 1911.

CHAPTER XVI

QUEBEC'S FIRST RAILWAY

The Gosford Road—Grand Trunk in the Early Fifties—Train Snow-bound all Winter—Canada's First Locomotive—Other Railways—Horse Cars and Electric Lines—Random Shots from the Citadel—California Gold Fever—Pioneer Shoe Business—Worsted Factory Explosion

IN the year 1869, an American railway contractor, Mr. J. B. Hulbert, who had built a wooden railway in the forests of the northern section of the State of New York, came to Quebec and induced a number of Quebec people who had obtained a charter for a railway, the Quebec & Gosford, to develop certain timber lands in the township of Gosford, twenty-five miles north of Quebec, to adopt his plan of a wooden railway, and to give him the contract to build it. The road was similar to railways of the ordinary type, except that steeper grades were used and the rails were of maple instead of steel. Mr. H. G. Joly, afterwards Sir Henri Joly de Lotbinière, was President of the Company; Mr. M. W. Baby, Vice-President, and Messrs. John Ross, Eug. Chinic, W. Withall, J. S. Budden, J. B. Renaud and others, directors. Mr. C. L. J. Fitzgerald was Secretary; Mr. J. J. Rickon, of the Royal Engineers, Chief Engineer; Mr. Henry O'Sullivan, F.R.G.S., of Lorette, assistant engineer, and Messrs. Cyrille Tessier and Jacques Auger, its notaries; and associated with the contractor were Mr. C. A. Scott as superintendent of construction, and Mr. R. M.

Stocking as paymaster. All these gentlemen who, with the exception of Messrs. Budden, Tessier and Auger, have passed away, worked enthusiastically, and canvassed the city of Quebec for stock subscriptions, with the result that nearly every family in the town took one or more of the ten dollar shares of the company.

A small Government subsidy of \$1,748 per mile was obtained from the Province, work was started, and in 1871 the road was finished to Gosford. Being the first railway on the north side of the St. Lawrence, and therefore the first into the city of Quebec, the arrival of the first locomotive in the town was looked upon as an event of great importance. In fact, so great was the excitement that when this locomotive was landed at the Palais harbor and brought along the tracks of the street railway to St. Malo, where the railway had established its terminus, on the ground where the workshops of the Transcontinental Railway are now being built, the city streets were so packed with people that it became impossible to move the engine until after midnight.

The construction of the railway differed from other railways only in the matter of the track. This was composed of maple rails, free from defects and carefully sawn, six inches by four inches, laid in the notches of round sleepers, and held in position by hardwood wedges. The gauge was the standard gauge of 4 feet 8½ inches, and the locomotive of the ordinary type, but lighter than the average then used.

The Quebec & Gosford worked very well for about three years, bringing to the city large quantities of maple and birch cordwood and sawn lumber of pine and spruce, but owing to the distance of its terminus from the centre of the city, and the impossibility of

bringing the deals and sawn lumber to deep water, it was not profitable, was allowed to wear out and was finally abandoned. But it lived long enough to inoculate the people of Quebec with the railway fever, which is, at intervals, so prevalent on this continent; the population demanded railways, the Quebec Central was built, then the North Shore Railway to Montreal—now part of the Canadian Pacific—then the Montreal and Ottawa, by Sir Hugh Allan, and in 1873 the agitation culminated in Sir George Cartier's speech in the House of Commons which terminated in those memorable words: "All aboard for the Pacific," with the result that everyone knows. And in all this progress the development of Quebec's back country, which had started the fire, was not overlooked. Two men—M. W. Baby and J. G. Scott—worked like tigers for six years to resuscitate the Quebec & Gosford and extend it to Lake St. John. They succeeded, after a hard struggle, in inducing the Dominion Government to accede to the principle of help to local railways, which they had always refused, and to initiate the subsidy act of \$3,200 per mile, which small aid has since been the means of doubling the railway system of Canada and of bringing in many millions of foreign capital. And they also succeeded in obtaining help from the Province and from the city of Quebec. In 1883, their efforts were finally crowned with success, and another American contractor—H. J. Beemer, who has built so many public works in this vicinity—undertook to finish the railway to Roberval and Chicoutimi, and he, generously helped financially by the late Hon. J. G. Ross and by Mr. Frank Ross, carried it through. This, in its turn, brought about western extensions to La Tuque, on the St. Maurice, and to Hawkesbury, Ont., where a connection was made with the Can-

ada-Atlantic for Parry Sound, with the view of getting a share of the western grain trade. This was carried out by the same people, aided by some American capital, under a separate charter, the Great Northern Railway, whose President was the late Hon. Pierre Garneau, and its Vice-President, Mr. Victor Chateauvert. A million bushel grain elevator was built at Quebec, a weekly line of large ocean freight steamers was established, and for several years a large trade in the export of grain—so long dreamed of by Quebec people—was carried on, as much as three million bushels being handled in one season. But, unfortunately, Quebec people did not control a majority of the stock, and the Great Northern passed into the hands of Mackenzie & Mann, who, a few weeks later, had the misfortune to lose by fire the largest bridge on the railway, thereby upsetting all the arrangements that had been made and putting a stop to the export of grain at Quebec.

Subsequently, the Quebec & Lake St. John Railway, the majority of whose stock was controlled by London financiers, was also bought by the Canadian Northern, attracted, no doubt, by its excellent terminals, and both railways thus passed out of the hands of Quebec people. But although the control had passed away, the railways remain and their benefits cannot be taken away. Their construction had meant the expenditure, largely in this city, of fifteen millions of dollars, expended most opportunely at a time when Quebec had lost the timber and shipbuilding trades and was passing through a period of great depression. It meant the opening up of our back country, in a manner so marvellous that there are now 63,000 people in the agricultural district of Lake St. John, where there were only 10,000 when the railway was commenced. It meant the

development of the great spruce forests north of Quebec, until then dormant, and the expenditure of millions and millions of dollars in the building of pulp and paper mills at the great water-powers, with the result that Northern Quebec is no longer a silent wilderness, and there are now flourishing manufacturing towns at Grand'Mère, Shawinigan, La Tuque, Jonquières and Chicoutimi. And finally it meant the bringing to Quebec, as its eastern terminus, of another great transcontinental railway—The Canadian Northern.

But even this was not all. Because, a few years ago, Quebec men, who then controlled the Quebec & Lake St. John, conceived the bold project of the Trans-Canada Railway, intended to cross the continent far north of the other transcontinental roads, and to have its western terminus at Port Simpson, on the Pacific coast, and its eastern at Quebec. Enlisting the help of some of the leading commercial men of Quebec, the vast country along the proposed route was soon alive with engineering parties, and it looked for a time as if the Grand Trunk, who were then advocating a rival route, would not succeed. Finally the Grand Trunk were forced to modify their route and make Quebec their eastern terminus, instead of Gravenhurst, near Toronto, as they had intended. The result was that the Quebec men effaced themselves and lost their money, but the Grand Trunk Pacific, or National Transcontinental, as it is also called, is now completed, except its terminals, from Quebec to Prince Rupert, near Port Simpson, and our city has become the eastern terminus of the third transcontinental railway in Canada.

And in accomplishing all this, the Quebec people were fortunate enough to have operated these 500 miles of railway for many years without killing

or wounding a single passenger, and without being involved in any litigation.

It may seem extravagant to attribute all this marvellous panorama of public works and their wonderful results to the humble beginnings of the Quebec & Gosford Railway. But it is true, nevertheless, and if Sir Henri de Lotbinière had not made his house to house visits in 1870, soliciting ten dollar subscriptions, and if his dogged perseverance had not been copied by the men who succeeded him years afterwards, in connection with the Lake St. John and Great Northern roads, it is very doubtful if Quebec would to-day be enjoying the benefits herein described.

Nor were the efforts of these pioneers of 1870 forgotten, and herein lies the romantic and picturesque part of the story. Very many years after he had ceased to have any connection with the enterprise, Sir Henri de Lotbinière, then newly knighted, was called one day to the workshops of the Lake St. John Railway and confronted with a magnificent modern locomotive, bearing his name, and new title, which was acclaimed by the ringing cheers of the shop mechanics led by their General Manager, Mr. J. G. Scott, whilst in a few choice words Mr. E. Beaudet, the Vice-President of the Company, assured the new knight that his work and sacrifices of many years ago had not been forgotten, and added to the picturesque of the situation by saying: "Two hundred years ago a ship from France had moored close to the spot where they now stood, and upon its deck were the Seigneur de Lotbinière and his humble censitaire, Beaudet, their respective ancestors. Like his forefather on that occasion, he took this opportunity to tender his homage to his seigneur, whose good services to his country, in connection

with this enterprise, and in every other way, had made him so worthy of it."

There were many moist eyes in the crowd of hardy mechanics, when it was discovered that Sir Henri was too much overcome to say more than: "Vous me touchez au cœur." And again, when, a few years ago, the stock of the Quebec & Lake St. John was bought by the Canadian Northern, the Quebec sellers insisted that the shareholders of the Quebec & Gosford should be treated in the same way as themselves. So that the subscribers of forty years ago, or their heirs, who had long since thought their money lost, were surprised to find that they were getting something back, an illustration of the truth of the scriptural promise as to "casting your bread upon the waters, and getting it back after many days."

All of which goes to show that there is a romantic side even to prosaic matters, and that we never know what great results may follow from small beginnings.

In 1907 Gaspard Lemoine was President of the Quebec & Lake St. John Railway Company, and Messrs. John Theodore Ross and William Hanson, Vice-Presidents. The operating staff was as follows:—J. G. Scott, General Manager; A. E. Doucet, R.M.C., Chief Engineer; Alex. Hardy, General Freight and Passenger Agent; S. S. Oliver, Auditor; James Bain, Superintendent.

Mr. J. G. Scott was connected with the Lake St. John Railway as General Manager for twenty-five years, having first joined the railway in 1879. Previous to his retirement he had the satisfaction of seeing large areas of forest wilderness of the Lake St. John district converted into immense tracts of land suitable for agricultural purposes, on which thousands of farmers are settled and many impor-

tant towns and villages have sprung into existence, where thriving industries are being utilized to their fullest extent. In acknowledgment of his enterprise and public spirit, Mr. Scott was entertained at a banquet at the Chateau Frontenac in 1908 by the citizens of Quebec and presented with several handsome testimonials. Mr. Scott is at present First Vice-President of the Quebec Board of Trade.

A great many people in Quebec, some of them the most prominent, ridiculed the idea of building the branch of the Grand Trunk Railway from Richmond to Levis in 1854. Indeed, they went so far as to predict that the venture would be a financial loss and would not continue for six months. It must be admitted as a result that our forefathers had a poor opinion of the future destiny of the city, when they were ready to resign themselves to travelling by slow stages overland in winter and by steamers while navigation was open. However, from the time the road was opened it received a large share of patronage and gave Quebecers an opportunity of getting into closer communication with their neighbors of the surrounding district on the south shore as well as Montreal and westward.

Before the road was extended to Rivière du Loup, in order to reach that point, it was necessary to proceed by schooner in summer and sleigh in winter.

A good story is told by an old resident, Mr. F. X. Berlinguet, of an experience he had, while on a trip via the G. T. R. from Levis to St. Thomas, Montmagny, shortly after the line was opened to that place, in the winter season. The train left Levis with a large number of passengers, among others an ex-Lieutenant-Governor, Sir C. A. P. Pelletier, and some ladies. The train got stalled in a fierce snowstorm, which increased in fury until the

locomotive and coaches were almost buried out of sight. As a matter of fact, in the absence of snow ploughs, it was impossible to move the train and it was allowed to remain where it was until the following spring. In order to secure food, the first class passengers collected a certain amount of money and detailed several passengers of the second class car, who volunteered their services, to procure the necessary refreshments in the village, but the temptation was too strong for the chaps, and, like the cat, they never came back. After considerable suffering and a long walk all the storm-bound passengers secured shelter in the homes of the farmers, in the absence of hotels, and were obliged, when the storm abated, two days afterwards, to drive back to the city.

The only brakes on the trains in those days were those worked by hand, and it was nothing unusual for a train to run half a mile or more beyond its destination, and to run back another quarter of a mile too far before being stopped to allow passengers to disembark. Steam-heated cars were unknown then, or indeed, for years afterwards.

The first locomotive ever seen in Canada was that which ran between St. Johns, Que., and Laprairie in 1836. The engine was built by the firm of Robert Stephenson & Co., of Newcastle-on-Tyne. Its first trip was jealously guarded and was made by moonlight in the presence of only a few spectators. The engine ran over rails made of wood sheathed with iron.

To show the progress in the railway world in this Province it might be interesting to note that at the date of Confederation there were but 575.25 miles of railway in operation, while on the 30th June, 1913, there were a total of 4,333.89 miles.

At the latter date there were also 229.72 miles of electric railways in operation in the Province.

The Grand Trunk Railway was begun in 1852 and the line between Montreal and Portland opened in 1853. Montreal and Toronto was connected by rail in 1856.

The Intercolonial Railway between Quebec and Halifax was opened in 1876.

Trains on the North Shore Railway ran between Quebec and Montreal for the first time in 1879 and the C. P. R. acquired the railway in 1885.

The contract for the construction of the C. P. R. was signed in 1880, the first sod turned May 2, 1881, and the first train left Montreal for Vancouver in 1886.

The first train on the Quebec, Montmorency and Charlevoix Railway, now the Ste. Anne division of the Quebec Railway, Light and Power Co., ran from Quebec on the 10th August, 1889.

Quebec formerly had two horse car lines, the Quebec Street Railway, organized in 1864, and the St. John Street Railway, opened in 1879. The former covered the route from the Champlain Market to St. Sauveur along St. Paul, St. Joseph and St. Valier streets, while the latter line started from the corner of DuFort and Buade streets and ran as far as the old Ste. Foye toll-gate via St. John street. This road for years was under the management of Major W. W. Martin.

The first directors of the Quebec Street Railway Company were Messrs. James Dinning, W. Withall, W. Moore, P. Garneau, P. Vallée and Henry O'Connor. Messrs. W. Drum, M. G. Mountain, Thomas Norris and John Ryan were among the principal shareholders. Mr. S. Moore was the manager. The directors of the St. John Street Railway

in 1880-81 were Messrs. T. H. Thomson, President ; A. C. Stuart, Vice-President, and Messrs. J. H. R. Burroughs, A. Thomson, J. McCorkill and W. McWilliam.

The electric cars started to run on the 20th July, 1897, the first day eight electric and six horse cars being in use along the route formerly covered by the Quebec Street Railway in St. Roch's. Shortly afterwards the electric line was extended to other parts of the city and its environs.

Lieutenant-Colonel Strange, who, for many years, commanded "B" Battery, and who is held in the highest regard by Quebec's population, was very particular that his corps should be proficient in shooting, and with that end in view it was nothing unusual to hear guns booming, even in the dead of the night, when the people were aroused from their slumbers, many imagining that an assault was being made on the city by an invading army. As a result of the practice, both day and night, several little incidents occurred that may be of interest after a lapse of so many years.

On one occasion, practice was going on with a mortar on the Citadel, facing the gaol. By some means or other, never satisfactorily explained, an extra charge of powder was placed in the death-dealing weapon, and the large shell, instead of falling harmlessly on the Cove Fields, as was intended, crashed into the gaol on the Plains. It fell into the room occupied as the Protestant Chapel, where it is even to this day, nicely painted and placed alongside of the chancel rail. Fortunately, no casualty resulted in consequence of the mishap.

While a detachment was shooting, from the Prince of Wales' battery, with a seven-inch R.B.L. gun, another accident happened. A wooden target,

about eight feet square, was placed on the ice bridge on the St. Lawrence, near Wolfe's Cove bay, and after two or three shots were fired, the sharpshooters got the range, when the next projectile went through the target, bounded on the ice several times and landed beyond Sillery Point. Here it struck the side of a wooden house, underneath the verandah, and knocked a piece out of it. An old lady occupant of the dwelling was nearly scared to death, but apart from retaining the shell, as a souvenir, made no claim for damages.

The next accident worthy of note happened while practice was going on from the King's Bastion—again with a seven-inch gun—at a target placed on the ice between the Island of Orleans and Montmorency Falls. After three or four shots one of the segment shells burst soon after leaving the cannon's mouth, while over the Champlain Market. The small fragments fell in a perfect shower into the midst of a large crowd of farmers, who, with the rain of metal coming down on their heads, made up their minds that the end of the world was at hand, and a small panic ensued. The range finders from the Citadel could not tell what happened to the shell until a detachment of police, under orders from the Mayor of the city, arrived with many of the pieces and informed Colonel Strange that there was no further need of firing, as the city had surrendered.

As the warlike Colonel insisted on the Battery being toujours prêt, one morning, at two o'clock, he ordered one of his trumpeters to sound the assembly, which summoned the entire fighting force to the parade ground on the Citadel in double quick time, all ready for active service. They were ordered to man the guns and fire a round from the King's Bastion, notwithstanding the time of night, or rather, early morning. The result of this hurried and alto-

gether unlooked for parade was that the concussion from the cannon as it was fired upset a lamp in the commandant's quarters, not only starting a fire there, but damaging the officers' mess as well. Then, instead of being artillerymen, it was a case with the force of acting in the capacity of firemen, and with difficulty they extinguished the blaze. This put an end to midnight firing, much to the relief not only of the batterymen, but of the citizens generally.

When the report of valuable gold discoveries in California, in 1849, reached Quebec, a large number of prominent young men engaged in banking or other mercantile pursuits in town, as well as some farmers, became infected with the gold fever. They resolved to leave their homes of ease and plenty to endure all kinds of hardships, both at sea and on land, in order to locate some of the hidden treasures, and thus make their fortunes. Very few, if any, of the men who directed their steps towards the Golden Gate of the Pacific, sixty-five years ago, are still in the land of the living. They underwent stormy and perilous voyages of nearly six months, in small sailing vessels in which passengers were unable to stand erect between decks while en route to San Francisco via Cape Horn, and the privations endured while in the gold fields digging for the coveted nuggets were many. No less than three sailing vessels left port in 1849, the bark "Rory O'More", the brig "Panama", the latter built on the banks of the St. Charles, and both of about 300 tons, and an American topsail schooner named the "Eureka".

The two former left on the 13th November. The "Rory O'More" reached San Francisco after a passage of nearly six months, and the other two arrived at a somewhat later date. The vessels carried a

large number of passengers, in addition to freight, such as provisions, tents, frames for adjustable wooden houses, mining tools, etc. The expedition cannot be said to have ended successfully, as many of those who left at the time returned home some years later with little wealth, but with a great deal of hard-earned experience and sickness.

Fifty or even more years ago, the style of shoe-wear was not so varied by any means, as it is to-day ; at all events, not in Quebec. Tans, patent leather, buttoned or laced shoes were hardly known then. Boys were obliged to be satisfied with boots that reached nearly to their knees, with colored leather tops and copper inserted in the toes to prevent their being kicked to pieces. They were known as copper-toed boots. Nearly everybody indulged in a pair of Wellington's which also reached to the knees, or heavy hob-nailed Blucher boots. Lace shoes and boots came into fashion later. Boots with elastic sides for men, and prunella boots for women, however, were quite the style and were supposed to be for dressy wear only.

The manufacture of boots and shoes by the aid of machinery in Quebec was started nearly fifty years ago by the Woodley Brothers. In fact, they were the pioneers in the trade and their first factory was situated in the building, then known as the Casey block, on St. John street. As business prospered, this firm built a large factory on St. Joachim street, on the ground where the Arts building now stands, and gave employment to several hundred men, women and boys. Later they located in St. Roch's.

At 9.30 a.m. on Thursday, February 12th, 1891, the St. Roch's section of the city was severely shaken as the result of a boiler explosion at the

Riverside Worsted Factory, at Hare Point; when the building was seriously damaged and many persons killed, in addition to a large number injured. The factory had been closed for two weeks to admit of repairs being made to the machinery and boilers, and out of curiosity, quite a large number of the operatives were at the factory when the explosion occurred, which accounted for the heavy death and injury list. The boilers were being tested preparatory to work being resumed when the explosion occurred, nobody knows how or why, as those who could have told the story were killed. The shock was so great that many buildings in the vicinity tottered, while there was a panic in St. Roch's Church, where a retreat for women was being preached. Among the killed were Messrs. Arthur Tweddell, Wm. Forrest, William Adams, Thomas Stoyles, John Lee, Alfred Reason, Fred Hanley, and several employees of the establishment of Carrier & Lainé, of Levis, who were attending to the repairs of the boilers and other machinery. Many of the injured were removed to the Marine Hospital. Had the factory been in full operation, the death list would have numbered many scores. Mr. Tweddell, who was the mechanical superintendent of the Quebec & Levis Ferry Company, at the time, was a skilled engineer, and was supervising the repair work when he met his death. Among the injured were Mr. Lindsay, now of the firm of Holt, Renfrew & Co., who, at the time of the disaster, was Secretary of the Company, and a Mr. Thomas Enright. The excitement in the vicinity of the wrecked building was intense. Thousands congregated there and as the police were unable to handle the crowd, Mayor Fremont called upon "B" Battery for assistance.

CHAPTER XVII

THE GRAVE AND THE GAY

Quebec's "Cities of the Dead"—Cemetery Adjoining the Basilica—
Old Protestant Burying Ground on St. John Street—Where
Montgomery was Buried—First Interments in Mount Hermon
—St. Louis Theatre Holocaust—Credit System in Quebec—
Old Curiosity Shop

THE subject of our cemeteries is not one of the most agreeable to read about, but, after all, they have a place in the destiny of man. The overwhelming majority of us, at all events, must of necessity find our last earthly home in one or other of them, some sooner than others. How many of us to-day, in order to be reminded of the friends of the past, are obliged to visit "God's Acre", and read the inscriptions on the tombstones? Therefore, a brief history of the various cemeteries should not be out of place.

A small enclosure on Mountain Hill, on the opposite side of the street from the Break-Neck steps, and some distance higher up, was the first graveyard in Quebec, from the early days of the colony, up to 1687.

The Smallpox Cemetery, on Couillard street, east of the Hotel-Dieu, abandoned since 1857, and the site partly built over, was first used, it is said, in 1779. After its abandonment the bodies were removed to what was then known as the Cholera Burying Ground, off Grande Allée, later owned by the St. Patrick's church congregation.

From a very early period, however, people were buried in a plot of ground, fronting on Buade street, on a portion of which the Basilica annex or side aisle stands. Sunk in the gable wall of the sacristy building, there is to be seen, even to this day, a white marble slab on which the following inscription is engraved :—

In memory of Mary,
Wife of Thomas Ainslie, Esq.,
Collector His Majesty's Customs of Quebec,
Who died March 14, 1767,
Aged 25 years.

If virtue's claims had power to save
Her faithful votaries from the grave
With Beauty's ev'ry form supply'd,
The lovely Ainslie ne'er had died.

The cemetery ground adjoining St. Matthew's church, on St. John street, was purchased by the Government of the Province of Quebec in 1771 and 1780. The ground was at one time used as a garden by the St. Simon family and extended much further out into the street than at present. In 1823, Lord Dalhousie, Captain-General and Governor-in-Chief of Lower Canada, made a grant of the land to the trustees of the "Quebec Protestant Burying Ground". The letters-patent were signed by Lord Dalhousie at the Castle St. Louis on the 19th June, 1823, in the fourth year of the reign of King George IV. The Rector of the Church of England, Rev. Dr. Mountain, at the time Archdeacon of Quebec, and the churchwardens of his parish, Messrs. Francis Coulson and William Morrison, together with Andrew William Cochrane, Rev. Dr. Mills and Rev. J. Archibald, of the Church of England, as well as Rev. Dr. James Harkness and Messrs. John Neilson, Andrew Paterson, James Ross and Thomas White, elders of the Church of Scotland, and their successors, were named trustees for their respective

churches and given the care of the cemetery. The wooden residence of the sexton was secured to the Church of England, as well as the right to use it for public worship, and it was called the Free Chapel, but the Church of Scotland had the privilege to use the building for the performance of the burial services. The latter denomination was given the further right to build another house and appoint a sexton of the Church of Scotland to occupy it if it so desired. In the event of any differences arising between the two religious bodies regarding the grounds, they were ordered to be referred to the Governor, Lieutenant-Governor or Administrator of the Province for the time being for settlement.

The cemetery was declared closed on the 19th May, 1860. It contains the remains of many persons of note, including Brigadier General Henry Hope, who died April 13, 1789, at the age of forty-five years, and some former Lieutenant-Governors of Lower Canada; of Captain Allison, of the Fifth Regiment of Foot, who took part in the Siege of Quebec in 1759 and was the father-in-law of Philippe A. de Gaspé, the historian, who, early last century, was sheriff of Quebec; of James Thompson, the last survivor of Wolfe's army; of Thomas Carey, the first editor of the *Quebec Mercury*, who died in 1832, and of Hon. H. W. Ryland, a leading politician of his day, who passed away in 1838. A brother of Sir Walter Scott, the Scottish poet, Major Thomas Scott, paymaster of the Seventieth Regiment, was interred here in 1823. Major Scott is said to have planted in this cemetery, on his arrival in Quebec, a cutting from a willow tree which he took from Napoleon's grave at St. Helena, and, strange to say, it was at this exact spot that he was later buried. The willow grew to quite a size, but

some years ago was removed, its historic value, doubtless, not being known.

In consequence of the enlargement of the present church from time to time, as well as the great fire of 1845, which swept over the cemetery, the location of the graves of many war heroes and other distinguished personages, as well as former prominent residents of Quebec, buried there, are unknown.

Before the fire, many wooden-head boards could be seen with quaint epitaphs over the graves of heroes who fought at Waterloo and in the Peninsular wars. One of them contained the following words :—

“When the trumpet sounds
I will rise and march again.”

On another was to be read :—

“As I am here, so you must be,
Prepare for death and follow me”.

On the weather-beaten tombstones, even to-day, in this cemetery, many interesting lines may be read.

The stone over the grave of Captain Edward Blake, aged 56 years, master of the ship “Brunswick”, of London, Eng., who died in Quebec, August 6, 1837, contains the following original verse :—

“Though trained in boisterous elements, his mind
Was yet by soft humanity refined.
At home indulgent each joy domestic knew,
Abroad confessed the father of his crew”.

Samuel Casely died in 1844, at the age of twenty-three years, and on his tombstone is the following verse (printed as cut out on the stone) :—

“All of you who comes my tombe to see,
Prepare yourself to follow me.
Repent in time, make no delay,
For I, in haste, was called away”.

Sergeant-Major Edward Greer, of the Coldstream

Guards, met his death on the 16th March, 1840, at the age of thirty-seven years, through the accidental discharge of a "musquet", and on his tombstone are the following lines :—

"O weep ye comrades, bemoan your brother's fate,
With sorrow his untimely grave review.
Remember, soon, and oh it can't be late,
When death must come alike to you".

Mr. Evan Rees, a native of Bristol, Eng., who was the first ropemaker in Quebec, having his ropewalk at the foot of Sauvageau Hill, even before the last century, and who was the great grandfather of the Morgan family, of this city, was buried here in 1824 at the age of 75 years. On his tombstone is to be read :—

"Vice he abhorred,
In virtuous ways he trod,
Just to all
And humble to his God".

In 1775, the gorge of the St. Louis Gate Bastion was used as a special Protestant cemetery, in which General Montgomery's remains were interred. In 1818, Mrs. Montgomery, widow of the General, applied to the Governor, Sir John Sherbrooke, for the remains of her husband, and the request was complied with. On the 16th June, 1818, the exhumation of the body took place in the presence of Major Freer, who was on the staff of the Governor; of Major Livingston, a near relative of Mrs. Montgomery; Chief Justice Sewell, and of other spectators. Mr. James Thompson, of the Royal Engineers' department, had charge of exhuming the body, which later was interred in St. Paul's Church, New York. Forty-two years previous to the application for the remains, Mr. Thompson had buried the General with his two aides-de-camps—Cheeseman and McPherson—beside him, in the vicinity of

where the military prison (now the ordnance stores) stood on Citadel Hill, and near where the first Mrs. Thompson was buried some years previously.

The Methodists of Quebec had a cemetery from the earliest days of the past century, on the west side of d'Artigny street, near the corner of Amable, which contained the bodies of well known former Quebecers of that religious persuasion. It must be fully three-quarters of a century now since the last interments took place there and many years ago a number of the bodies were exhumed and reinterred in Mount Hermon Cemetery. In 1841 the ground was valued by the Corporation at £12, while the taxes amounted to six shillings. There is no civic record of the cemetery after 1842.

Hundreds, probably thousands, of immigrants, who died from ship fever, cholera, etc., in the early thirties of the past century, both Protestants and Roman Catholics, were consigned to graves in a cemetery that existed in St. Roch's, at the foot of Crown street, almost opposite the old Marine Hospital building. But this cemetery has not been used for over half a century. Indeed, nearly fifty years ago, the bodies of the Roman Catholics interred there were removed to what was once known as the Gros Pin Cemetery, situated on the east side of the Charlesbourg road. The bodies of the Protestants were reinterred in Mount Hermon Cemetery during the winter months, almost twenty years ago, while Rev. Archdeacon Balfour was rector of St. Peter's Church, St. Valier street, and in which parish the cemetery was located.

The ground forming Mount Hermon Cemetery is the most picturesque probably in the Province, overlooking as it does the St. Lawrence river, at Sillery. It is artistically laid out and has been beautifully maintained by the Messrs. Treggett, father and son,

for the past half century or more. Many of Quebec's former distinguished citizens are sleeping their last sleep in this grand "Cathedral of the open air", while some of the monuments are very handsome and costly. Here are buried former dignitaries of the Church, including Bishop Williams, father of the present Bishop Williams, the head of the Anglican diocese of Quebec; Robert Christie, the historian, and veteran of the war of 1812, who died in 1856 at the age of 67 years; Sir H. G. Joly de Lotbinière, at one time Premier of the Province of Quebec, and ex-Lieutenant-Governor of British Columbia; Sir James M. Lemoine; John Head, the only son, aged nineteen, of Sir Edmund Head (a former Governor-General of Canada), who was drowned in the St. Maurice river, at Grand'Mère, while bathing in September, 1859; of ex-Mayor Robert Chambers and John Wilson, the famous Scottish vocalist, who, while entertaining the people of Quebec with his inimitable rendition of Scotland's songs and recitations, fell a victim to the cholera and died in 1849. In addition to the above, many of the most prominent men in mercantile, professional, military and political life in Quebec in the past are also laid away there.

A granite block in this cemetery marks the last resting place of Lieut.-Colonel John Nairne, first seigneur of Murray Bay, who died in Quebec in 1802. His remains were first buried in the Protestant Cemetery on St. John street, but in later years were reinterred in Mount Hermon Cemetery. Lieut.-Col. Nairne was one of Wolfe's army here in 1759. He also assisted in the defence of Quebec against the American invaders in 1775-76.

There is a little romance connected with the grave marked Number One in Mount Hermon cemetery. In it reposes all that is mortal of the late Captain

Ferguson, aged forty-two, a former member of the Church of England and at the time of his death, master of the brig "Nansit", which was lying in Sillery Cove, ready to sail. His was the first interment and it occurred at a late hour on Monday night, June 15, 1848. Captain Ferguson, with several friends, was strolling around the cemetery in the afternoon of the day previous and on reaching the point at the extreme end, overlooking Sillery, and the St. Lawrence, he remarked that if he died while in port his fondest hope was that he should be buried where he stood. Strange to say, his desire was gratified. On returning to his vessel he was attacked by erysipelas and in a few hours was dead. Late in the evening of the following day, his remains were reverently laid away with religious services in the presence of his sorrowing shipmates, in the spot on which he had stood the day previous. His is a lonesome grave at the lower end of the cemetery. It is marked No. 1. Captain Ferguson's vessel sailed out of port on Tuesday morning.

The second interment was that of the remains of the late George Pozer, a wealthy property owner in Quebec, who died from old age, at ninety-five, and was buried on the 16th June, 1848.

The first directors of the Mount Hermon Cemetery Association were Messrs. George Okill Stuart (Mayor of Quebec at the time), James Douglass, Jeffery Hale, John Musson, John Gilmour, H. S. Scott, James Gibb, Christian Wurtele and Robert Cassels.

On December, 31, 1914, 10,021 bodies had been interred in this cemetery. This is about double the number of the English-speaking Protestant population of Quebec to-day.

Strange to relate, even to this day, the whole of the cemetery has not been consecrated. Some time

after it was opened, however, Bishop Mountain consecrated several sections of the ground near St. Louis road.

St. Michael's Church, Bergerville, situated opposite the cemetery, was built in 1854.

The old St. Patrick's Cemetery off St. Louis street, at one time known as the St. Louis Cemetery, was formerly the property of the trustees of the Basilica and its transfer to the Irish Catholics occurred when Belmont Cemetery was opened in 1857. It was generally known as the Cholera Burying Ground, because it was used for the interment of the bodies of victims of the cholera in 1832 and following years. This cemetery was abandoned in 1879, two years after the spacious Woodfield property was purchased by the congregation of St. Patrick's church, and many of the bodies of well known Irishmen of the past in all walks of life were removed thereto. Among the number was Commander Richard P. Alleyn, who was buried in the old cemetery in 1867. Mr. Alleyn served in the English navy from 1795 to 1836 and took part in the battle of the Nile in 1798, for which he received a medal. He was the father of Hon. Charles Alleyn, one time Provincial Secretary and Minister of Public Works in the old Parliament of Canada, who was mayor of the city in 1854 and still later sheriff of Quebec, and grandfather of Captain Edmund R. Alleyn. This cemetery is in close proximity to Mount Hermon and beautifully situated. Here all that is mortal of the Irish Catholic dead peacefully repose.

The following lines were carved on a marble slab in the old Cholera Burying Ground:—

“Remember me as you pass by,
As you are now so once was I.
As I am now so once you'll be,
Remember this and pray for me.”

The Gros Pin Cemetery, situated on the east side of the Charlesbourg road, was opened about 1847 to receive the bodies of victims who died of the ship fever, cholera and other epidemics in this city. It, too, has been closed for many years.

The Belmont Cemetery, situated on the Ste. Foye road, has been used as a burial place since 1857, for the members of the congregations of the Basilica and St-Jean-Baptiste Church. In this cemetery are laid at rest such prominent former residents as ex-Lieutenant-Governors R. E. Caron and Théo. Robitaille, Sir L. N. Casault, Sir A. P. Caron, Hon. F. G. Marchand (at the time of his death Premier of the Province), Judges G. T. Taschereau, U. J. Tessier, G. Bossé and W. Bossé, as well as the historian Garneau, and Messrs. Arthur Buies and Faucher de St. Maurice, well known literary men.

The St. Charles Cemetery, on the banks of the St. Charles river, near Scott's bridge, belongs to the parish of St. Roch's, and many persons of note are buried there. The St. Sauveur Cemetery is situated opposite. The St. Charles Cemetery numbers among its dead the late Lieutenant-Governor, Sir François Langelier, Senator Paquet, Dr. Fremont, Dr. Blanchet, Dr. Landry, Dr. C. E. Lemieux, Mr. S. Lelievre, members of the Cauchon family, etc.

Hundreds and probably thousands of residents of St. Roch's were buried in a cemetery that was situated for many years in the past century on the north side of St. Joseph street, some distance beyond Crown street.

A cemetery for the use of the Jewish residents of Quebec is situated on the south side of the Gomin road, beyond the corner of Spencer Wood.

There are people yet alive in Quebec who remember the awful holocaust that occurred as a result of



Le Chien d'Or—Historical Stone, to be seen in Post Office Building.



Sous-le-Cap Street—Narrowest Thoroughfare in America.

the destructive fire at the Theatre Royal St. Louis, on Friday night, 12th June, 1846. The building was previously used as a riding school, and a store-room for war material, but about 1839 the officers of the Coldstream Guards received permission to change it into a theatre. It was situated on the ground now leading to Dufferin Terrace, about opposite the G.T.R. ticket office. On the fatal night in question forty-six lives were lost, some being burned to a crisp, still more suffocated and others trampled to death. Many of the victims were well known and popular residents of the city. The fire occurred after the audience had started to leave the building, at the conclusion of Harrison's scenic representation, and was caused by the fall of a camphene lamp which was suspended from the ceiling, followed immediately by a panic among those still in the building, who made a wild rush for the exit through a narrow passage. They became so tightly jammed near the door, which opened inwards, that though in many cases arms were free, the unfortunate people found it impossible to extricate their feet, and thus perished.

At the time of the outbreak, Mr. Harrison was in front of the stage thanking the audience for their patronage.

An eye-witness thus describes the scene:—"By our side was a brother endeavoring to extricate another, but abandonment was unavoidable. One poor creature at our feet offered his entire worldly wealth for his rescue. The agonizing expression of the faces before us can never be effaced from our memory. Some of the people were erect, others trampled beneath the feet of the uppermost, and the whole inextricably interlocked. Human aid was of no avail. In five minutes all was over, and the human beings who had but a short interval previously

been in the enjoyment of a full and active life, were exposed to our view a mass of calcined bones. Forty-six bodies were recovered from the ruins, and most of them identified."

The theatre and stable adjoining the latter, used for the Governor's horses, were burned to the ground. The most of the victims were interred the following Sunday. The Fête Dieu procession was postponed for a week as a result of the calamity. At one time, on Sunday, fifteen coffins lay in the French Cathedral, and on the afternoon of that day, three Anglican, one Presbyterian and one Wesleyan clergymen attended at the Protestant burying ground, on St. John street, to perform the last rites over the departed. Three of the victims—Messrs. Scott, Carwell and Atkins—were Odd Fellows, and about two hundred of the members of the Order attended the funeral and performed their touching ceremony at the side of the graves at the conclusion of the religious exercises.

The following were among the victims, whose bodies were recovered and recognized:—Emilie Worth, aged nine years; Flavien Sauvageau, aged fourteen years; Elizabeth Atkins, aged forty-four years, and her son, Thomas Atkins, aged twenty-seven years; Stuart Scott, clerk of the Court of Appeals, and his daughter; Lieutenant Thos. Hamilton, 14th Regiment; Arthur Laird, son of Mr. Laird, of Gibb, Laird & Co.; Maria Ann Brown, school mistress; Horatio Carwell and his son, aged six years, and daughter, aged four years; Joseph Tardif, news agent, and his wife; Sarah Darragh, wife of John Colvin; James O'Leary, aged twenty-two, and his sister, aged eighteen years; J. J. Sims, druggist, his daughter Rebecca, aged twenty-three, and Kenneth, aged thirteen years; Mrs. Mary O'Brien, wife of John Lilly, tailor, Buade street; J. B. Vezina,

aged thirty years, merchant, of Sous-le-Fort street ; Mrs. Molt, wife of Mr. Molt, organist of the English Cathedral, together with her two sons, aged nineteen and twelve years respectively ; Mrs. McDonald, wife of R. McDonald, editor of *Le Canadien*, with her daughter, Mrs. Angers ; Edward Hoogs, employed at the Bank of Montreal, and his two sons ; Isaac Devlin, of Notre-Dame street ; John Marcoux, bailiff ; John Wheatley, stationer, Mountain Hill ; Miss McRae, daughter of General McRae ; John S. Kane, son of John Kane, tinsmith.

Mr. J. J. Sims was the leading druggist in Quebec at the time, his store being situated at the corner of Fabrique street, west of the Seminary Chapel, now the site of a branch of the Quebec Bank. One of his daughters, who managed to escape from the burning building, was later married to Mr. Veasey, for many years the respected manager of the Union Bank branch on St. Louis street, and whose son, Arthur Veasey, now so acceptably fills the position, the bank to-day being situated opposite the Place d'Armes on Ste. Anne street.

An officer of the army, supposed to be Lieutenant Hamilton, who was terribly burned about the head, was recognized in a rather peculiar manner by his orderly. On the evening of the fire, the latter had been engaged in polishing his employer's boots, but before completing this task the officer requested to have his footwear at once. The soldier, after the fire, and while the bodies were undergoing identification, noticed a spot of mud that he had left adhering to one of the boots, and by that means the identity was established.

The late Judge Marc Aurele Plamondon, father-in-law of Chief Justice Sir François X. Lemieux, was the last person to leave the burning building,

and during his lifetime often related his thrilling experiences in making his escape.

To the time of his death at the age of eighty-six, the late Mr. G. C. Hossack, the well known grocer of Garden street, took pride in the fact that he was one of the first men to make a breach in the entrance to the theatre with the aid of an axe which he procured in a shed close by with the aid of a gentleman named Murray, father of the late Judge Denis Murray, and, as a result, many escaped with their lives.

The merchants formerly had evidently a horror of the credit system, if one may judge by the many signs displayed in prominent positions in the local stores. In years past, it was a case of pay as you went then, or do without, evidently. One trader (who bought as well as sold for cash), had the following original lines under the caption of "The Credit System is a Temptation to Dishonesty", neatly framed and placed in a position that all entering his store might read and govern themselves accordingly:—

"The man who to himself is just
Will neither buy nor sell on trust.
I find the ready cash the best.
I count my cash when I have made it,
But cannot count my cash on credit.
So I shall never be the fool
To violate this golden rule.
Nor can he be an honest man
Who does not follow up my plan.
No smoking here, but if you call
I'll do my best to please you all."

Another familiar sign was as follows:—"Poor Trust is Dead, Bad Pay Killed Him".

In a prominent up-town store there is, even until this day, a dummy clock on the dial of which is painted the words:—"No Tick".

To attract customers, without the aid of printer's ink, in the long ago, many merchants had recourse to clever and very life-like carved figures at their store doors, including Indians, Chinamen, Policemen, Golden Lambs, Guns, Bears, etc.

The Bee-Hive hotel had this sign prominently displayed at one time :—

"Within this Hive we're all alive,
Good liquor makes us funny.
If you be dry as you pass by,
Step in and taste our honey."

A congregation once held service on the middle floor of the building at the corner of Ste. Anne and Garden streets, opposite the English Cathedral, known as the Haymarket Theatre. The lower flat was used as a billiard room and saloon. Some wag painted the following on the gate entrance one night :—

"The spirit above is the spirit Divine,
But the spirit below is the spirit of wine."

Quebec at one time was the Mecca for lovers of antiquities and many prominent people from all parts of Canada and the United States, who visited the city during the tourist season, made it a point to call at the Old Curiosity Shop, on St. Stanislas street (now located at 68 St. Louis street) ; they passed hours looking over the varied stock of ancient silver and brass goods, crockery, grandfather's clocks, furniture, books, paintings, etc., in fact, a thousand odd things. Many an enthusiastic book worm has tarried there turning over the pages of antiquated and dust-covered volumes. The following original poetic effusion for long years has served its purpose as an advertisement for the proprietor of the store in question :—

OLD CURIOSITY SHOP

'Tis said that wonders shall never cease,
And no more they will, for they still increase.
Just see the old store of H. J. Gale,

Who exhibits to view, and offers for sale,
 Thousands of articles, new and old,
 And some of them worth their weight in gold.
 Swords of the Crimea and Waterloo,
 And the flint-headed spear of Brian Boru.
 Dick Turpin's Blunderbuss, dirks and knives,
 And duelling pistols, which oft quench'd lives.
 Ancient jewels of silver and gold,
 And curious relics eight hundred years old.
 Relics from Generals, Dukes and Lords,
 Relics from battlefields, guns and swords;
 Relics from Ireland, England and Wales,
 And Scotland, too, you will find at Gale's.
 Ancient tomahawks, hatchets and guns,
 And sacred relics from monks and nuns,
 With balls and bullets found at the spot
 Where the brave victorious Wolfe was shot.
 Napoleon the First and his monster gun,
 And a cast of the Duke of Wellington.
 A brass pot found under Prescott Gate,
 And a portion of Lord Dorchester's Plate;
 Old crockery ware from Judge Williams' pantry,
 And a queer old mull from an Earl of Bantry.
 Another mull from the Duke of Argyle—
 A match for the one from the Emerald Isle.
 He has got two scores of heraldic seals,
 And he'll tell you what every crest reveals.
 He has got a piece of Jacques-Cartier's ship,
 And a Cato'-nine-tails, or Soldier's whip,
 Brought from the Crimea, where oft its smart
 Went down deep into the soldier's heart.
 But time would fail me the half to tell
 Of what he has got to show or to sell.
 Curious relics of eminent men
 Who us'd the sword and who us'd the pen.
 Bugles and drums, and the fin of a whale—
 All in the museum of H. J. GALE.
 Everything needed he can supply,
 And what you can spare he would like to buy.
 Then come and the curious sights explore,
 In GALE'S MUSEUM, or wonderful store.



CHAPTER XVIII

FOUNDERS OF QUEBEC'S NATIONAL SOCIETIES

St. George's, St. Patrick's, St. Andrew's and St-Jean-Baptiste Societies—Irish Protestant Benevolent Society and St. Patrick's Literary Institute—Annual Soirees of the Latter Society—Prominent Odd Fellows in 1847—The Young Men's Christian Association—Work in the Temperance Cause, Etc.

THE St. George's Society of Quebec was organized on Friday, 16th October, 1835, at a meeting held for that purpose at the Albion Hotel, on Palace street. Many prominent Englishmen, as well as Welshmen and their descendants, were in attendance. The first officers of the Society were: President, William Price; Vice-Presidents, Henry Lemesurier and William Patton; Secretary, William Kemble; Treasurer, Robert Symes; Committee, James Hunt, Thomas Froste, Henry Trinder, W. F. Coffin, John Dyde, Alfred Hawkins and William Newton.

The first officers purchased their own collars, which were to remain the property of the Society, and cost a total of fifty pounds five shillings. The banners, as well as the collars, were purchased by popular subscription by the members and amounted in value to the sum of £217 five shillings and six pence. From the 1st January, 1836, to the 31st December, 1851, the Society paid out no less than £1,290 for the purpose of affording relief to distressed fellow countrymen.

The first anniversary service was held in the English Cathedral on the 23rd April, 1836.

On St. George's Day in 1840 the Society attended divine service at Trinity Church, when Miss Hall, a blind singer from London, assisted in the musical programme.

Among the original members of the Society were the following :—Chas. F. Aylwin, Jno. Bonner, Henry Atkinson, Jas. A. Sewell, M.D., W. Wilson, Robert Dalkin, Peter Paterson, Chs. Poston, Thomas Jackson, A. W. Brown, Geo. T. Gibson, R. Maxwell, H. E. Davidson, Jno. Racey, M.D., T. C. Aylwin, Fred. H. Andrews, J. Musson, E. P. Woolrich, H. W. Gibson, J. Sewell, H. D. Sewell, M.A., Geo. Hawkins, H. N. Patton, C. J. R. Ardouin, Thomas W. Lloyd, Fred. Wyse, John Fletcher, H. W. Welch, James Miller.

The members marched in procession to church with their banners flying and headed by a band, in the early days, on the anniversary of their patron saint, while in the evening they dined together, on which occasion they were honored with the presence of the representatives of the other national societies of the city.

St. George's Day, 1864, was celebrated in Quebec as the tercentenary of Shakespeare's birthday. The chief performance of the day was that given in the Music Hall in the evening by the Quebec Histrionic Club. The play selected for the occasion was "The Merchant of Venice". Messrs. John S. Budden and Walter Lannen, of this city, and Mr. T. H. Grant, for many years a resident of England, are among the very few, if indeed, they are not the only survivors of those who took part in the performance.

The officers of the St. Patrick's Society for the year 1847 were as follows :—President, John P. Bradley ; Vice-Presidents, Paul Lepper and Thaddeus Kelly ; Secretary, H. O'Connor ; Assistant Sec-

retary, J. Coull; Treasurer, George Hall; Physicians, Drs. Russell and Moffatt.

Managing Committee:—Hon. A. W. Cochrane, Hon. W. Power, Sir H. J. Caldwell, Messrs. Charles Gethings, J. P. O'Meara, J. Dinning, Geo. Colley, J. F. Bradshaw, J. O. Perrie, J. M. Muckle, Chas. McDonald, T. Forrestall, H. Murphy, Ed. Ryan, Wm. Downes, G. H. Parke, John King, H. J. Jameson, J. F. Laurie, A. G. Parke, E. G. Cameron, T. H. Oliver and William Tims.

This society, which was non-sectarian and composed of the most prominent Irishmen of Quebec, usually held its annual dinners on St. Patrick's night.

The St. Andrew's Society of Quebec was founded at a meeting held for that purpose, at the Albion Hotel, on Friday, October 9, 1835.

The following were among the first members of the Society:—Hon. John Stewart, Hon. F. W. Primrose, Messrs. John Neilson, D. Burnet, James Dean, George Black, Allan Gilmour, A. Campbell, Samuel Neilson, R. P. Ross, D. Fraser, T. A. Young, Rev. D. Wilkie, Joseph Morrin, James Douglas, A. Simpson, A. Laurie, James Gillespie, H. S. Scott, S. Scott, A. Robertson, John Young, J. Thompson, James Weir, D. Ross, John Fife, L. I. McNair, W. McTavish, S. Newton, A. McGill, W. Walker, P. Paterson.

On the 17th March, 1836, at the invitation of the St. Patrick's Society, the members of St. Andrew's and St. George's Societies marched in the procession and attended service at St. Patrick's church. The society also took part in the procession and assisted at the service in the English Cathedral on St. George's Day in the same year.

The officers of the Society for the year 1847 were :

President, Hon. John Neilson; First Vice-President, James Dean; Second Vice-President, Duncan McPherson; Secretary, Thomas M. Clark; Assistant Secretary, Alexander Gordon. Managing Committee: John Thomson, J. P. Anderson, F. W. Primrose, John Fife, James McMillan, Alex. Gillespie, Robert Shaw, John Gilmour, A. H. Young, Thomas Gibb, Adam Burns.

Among the members in 1870, when the Society was incorporated, were the following:—John C. Thomson, D. Macpherson, John Laird, P. McNaughton, A. Nicoll, A. Robertson, Jr., J. W. Cook, J. Fraser, C. Wilkie, T. G. Hunter, W. Brodie, W. D. Campbell, James Dean, J. Gilmour, W. Hossack, G. Irvine, L. T. McPherson, J. McNaughton, P. Paterson, J. G. Ross, J. Ross, R. Cassels, A. Stuart, H. S. Scott, M. Stevenson, J. Thomson, D. Wilkie, W. Walker.

The St-Jean-Baptiste Society of Quebec was founded in 1842 by Doctor Pierre Martial Bardy, who was also its first President. The meeting called to organize the Society was held on Sunday, June 19, 1842, at the Maheux temperance hotel, in St. Roch's, and was attended by a large number of patriotic French-Canadians. The election of officers resulted as follows:—President, P. M. Bardy, M.D.; Vice-President, N. Aubin; Secretaries, Messrs. Rhéaume and Hustin; Treasurer, P. Guénette.

It was decided to assist in a body at a mass to be held in the French Cathedral on the anniversary of the patron saint, June 24, the members to meet at the City Hotel and march in procession to the church. A committee of seven members was named to make arrangements to hold a banquet in the evening, viz:—Messrs. Fournier, Pretaboir, Dr. Tou-

rangeau, B. Savard, A. Gingras, P. Gingras, O. Fiset and P. Corriveau. It was also decided to invite the Mayor and the Corporation to assist at the celebration.

On the morning of the 24th June, a large number of French-Canadians assembled at the City Hotel, and, for the first time in the history of the Society, marched in procession to church, headed by a band and several banners. The mass at the Cathedral was celebrated by Rev. Mr. Baillargeon, who later was elevated to the dignity of Archbishop of Quebec. The preacher of the sermon on the occasion, who took the cause of temperance for his subject, and delivered an eloquent discourse, was the late Father Chiniquy, who, some twelve years later, left the Church, but to whose work in the cause of temperance a monument still stands on the roadside at Beauport, Quebec, of which parish he was once a vicar.

After the religious exercises, the procession reformed and proceeded by way of St. Louis, d'Auteuil, Côte d'Abraham, Crown and Desfossès streets to the Maheux Hotel, where it dispersed amidst shouts of "Long live the Queen" and "Long live the St-Jean-Baptiste Society".

In the evening, a banquet, attended by over two hundred persons, was held in the City Hotel on strictly temperance principles. The President, Dr. Bardy, presided, and was supported by the mayor of the city, Hon. R. Caron, Hon. John Neilson and T. C. Aylwin, M.P.P.

The usual loyal toasts, as well as one to Canada, another to the clergy, to the mayor, to the political exiles, to the Glorious Minority in Parliament, to Honorable Peter Baldwin, and other representatives in Upper Canada, etc., were drunk with enthusiasm.

Among the speakers were Messrs. Joseph Cau-

chon, Hon. R. Caron, G. Belleau, J. P. O. Chauveau, Etienne Parent, Auguste Soulard and F. M. Derome.

Thus ended the festivities in connection with the first anniversary of St-Jean-Baptiste day, after the organization of the Society.

Dr. Bardy, the founder of the Society, was born in Quebec in 1797, and died at the age of seventy-two years. He was admitted to the practice of medicine and surgery in 1829. In 1834, he was elected to represent the county of Rouville, in the Legislative Assembly, and attached himself to the party of Hon. Mr. Papineau, to whom he had adhered during the troublesome times of 1837-38. He continued his connection with the St-Jean-Baptiste Society until the end, and was one of the most energetic workers in erecting the Ste. Foye monument.

During the visit of the Prince of Wales, in 1860, Dr. Bardy had the honor of presenting the address on behalf of the St-Jean-Baptiste Society to His Royal Highness, at the levee held on the 21st August.

The Quebec Society is the second oldest in Canada, that of Montreal having been founded in 1834, and the members took part in the celebration there on the 24th June of that year. The first banquet was held in the garden of Mr. John McDonald, on St. Antoine street, under the presidency of Mr. Viger, who at the time was Mayor of Montreal. A patriotic song, which became very popular: "Comme le dit un viel adage, etc.", composed by Sir George Etienne Cartier, when he was a law student, was sung by himself on the occasion. Long years before the close even of the French regime, St-Jean-Baptiste day was observed as a religious as well as a civil festival by the French-Canadians in Quebec.

The Irish Protestant Benevolent Society was organized on Monday evening, March 21st, 1859, at a meeting held for that purpose at the St. Andrew's school house. The first officers of the Society were : President, Lieutenant-Colonel Fitzgerald ; First Vice-President, A. C. Buchanan ; Second Vice-President, Charles Gethings ; Third Vice-President, Samuel Brown ; Treasurer, Matthew Miller ; Recording Secretary, John Anderson ; Corresponding Secretary, T. H. Grant. Members of the Council : James Dinning, John Brown, H. F. Wallace, W. Drum, Wm. Ramsay, Thomas Little, George Hall, J. P. Dawson, H. McBlain, W. W. Scott, J. W. Henry, Wm. Cream, James Gillespie, Thomas Craig and S. J. Dawson. The Finance Committee was composed of Messrs. John Brown, W. Ramsay, George Hall, Wm. Cream and J. P. Dawson. Messrs. James Dinning, Thomas Little, H. McBlain, W. W. Scott and William Drum composed the Charitable Committee, while Messrs. J. W. Henry, H. F. Wallace, Thomas Craig, S. J. Dawson and James Gillespie formed the Immigration Committee. Drs. Russell, Moffatt and Rowley were named physicians to the Society.

A concert was held under the auspices of the Society in 1862, at which Hon. Thomas D'Arcy McGee—who was assassinated at Ottawa on the 7th April, 1868, at the age of 43 years—was the speaker of the evening. The anniversary service on St. Patrick's Day that year was held in the Anglican Cathedral, and the Rev. Dr. Adamson was the preacher. The anniversary service in the year 1866 was also held in the English Cathedral on Saturday, the 17th March, at three o'clock in the afternoon.

The following were among the oldest members of the Society :—James Beattie, Robert Borland, Wm. Brown, Samuel Buchanan, John Barclay, J. K.

Boswell, N. H. Bowen, John Baile, James Colvin, C. Corneil, John Drum, Thomas Davidson, James Davidson, Richard Ellis, Alex. Forrest, James Gillespie, John Fanning, James Gandell, Jas. Gilchrist, T. H. Grant, Thomas Hethrington, Thomas C. Knowles, John Kane, James Kelly, Charles Little, John Hunter, S. Irvine, Wm. Jackson, W. Morton, James McCorkill, H. McAdams, A. McCorkill, H. R. Perrie, Adam Paterson, G. H. Parke, John Rickaby, H. R. Rickaby, R. R. Rolph, R. Rowley, C. Richardson, T. Simpson, A. Smith, J. Smith, R. Smith, A. Woods, H. White, J. Walker, W. Wood, C. Colley, W. O'Neill, Rev. C. Hamilton, T. H. Oliver, W. Bonham, John Pye, John Banks, Thomas Holt, Lieut. Ashe, R.N., Robert Noble, John Houghton, W. Little.

An address was presented on behalf of the Society to His Royal Highness Albert Edward, Prince of Wales, on the occasion of his visit to Quebec, in 1860.

The St. Patrick's Literary Institute of Quebec was founded on the 28th December, 1852, by Rev. James Nelligan, for the benefit of the members of the St. Patrick's church congregation. Hon. Mr. Sharples, father of the late Hon. John Sharples, M.L.C., was the first President of the Society. The other officers were as follows:—Vice-President, Michael Connolly; Second Vice-President, John Doran; Treasurer, J. P. O'Meara; Recording Secretary, Charles J. Colfer; Assistant Recording Secretary, J. C. Nolan; Corresponding Secretary, Matthew Ryan; Assistant Corresponding Secretary, Moore A. Higgins. Council—Wm. Quinn, Wm. McKay, John O'Leary, Lawrence Stafford, Michael Mernagh, James McKay, Phillip Whitty, Thomas

J. Murphy, J. Murphy, Maurice O'Leary and James Foley.

Of the sixty-nine founders, not one is known to be alive now. The Institute gave its first soirée on the 17th March, 1857, in the hall in rear of St. Patrick's church. In 1876, the Institute bought the old Victoria Hall, on Ste. Anne street, but it was destroyed by fire on several occasions, the first time 35 years after the foundation of the Society to a day, namely, 28th December, 1887.

Through the kindness of Mrs. (Dr.) Delaney, I am permitted to give the names of those who assisted at the annual soirées held under the auspices of the St. Patrick's Literary Institute at the Music Hall, later known as the Academy of Music, on St. Patrick's night on several occasions.

The concert in 1876 was under the management of Mr. Simon Peters, President of the St. Patrick's Church Choir, and he was assisted by Messrs. R. W. Watson and Wentworth Petry (at the piano and organ), Chamberlain, F. M. Duggan, H. J. McKernan, T. Nelson, P. E. Lane, Charles Murray, Misses Ross, McNaughton, Lennon, Dessane, A. O'Connell, Delaney, H. Vézina. The speakers of the evening were Rev. Father Burke, C.SS.R., and Richard Alleyn, Q.C. The band of St. Patrick's Total Abstinence Society, under the leadership of Mr. H. J. McKernan, was in attendance and played several selections.

The concert of 1878 was under the management of Mrs. G. W. Colfer and the address of the evening was delivered by Rev. Father Henning, C.SS.R. Among the soloists and others who took part in the entertainment were :—Mrs. Colfer, Mrs. Lynch, Mrs. Geo. J. Humphrey, Misses A. Morin, Hogan, Vézina, Hetherington, Horan, Ross, Carbray, Messrs. Duggan, Workman, Flanagan, Burns,

Courtney, Demers, P. E. Lane, Lavigueur, McAneeny, Blouin, H. McCauley, Laurent, Gourdeau, M. A. Hearn. The Emerald Independent Band assisted.

Mr. W. M. McDonald, the President of the Institute, Rev. Father Henning, C.S.S.R., and Mr. J. K. Foran were the speakers at the soirée held under the auspices of the Society in 1880. Among the performers were:—Mrs. O'Connor, Mrs. Cauldwell, Misses Dennery, Vézina, Wyse, Hudson, Vézina, Messrs. P. Whitty, Laurent, Duggan, Deschambault and P. E. Lane.

Mr. Joseph Vézina had the management of the soirée held in 1881, when Mr. B. Leonard, the President of the Institute, Mr. J. J. Gahan and Rev. Father Lowechamp, C.S.S.R., were the speakers. Mrs. J. O'Connor, Mrs. Cauldwell, Mrs. Humphrey, Misses F. O'Brien, Hudson, C. Wyse, B. M. McVey, Vézina, M. A. O'Malley, Hagens, Messrs. F. B. Howard, Thomas Nesbitt, F. Duggan, P. E. Lane, H. Wyse, E. McKenna, J. Stock and Master J. O'Brien assisted.

The late Hon. C. Devlin was the orator of the evening at the soirée held in 1882, and among others who assisted were:—Mrs. E. Foley, Mrs. F. R. Tims, Mrs. J. O'Connor, Misses Maguire, B. Hogan, M. A. O'Malley, Gallagher, Timmons, Purdy, Messrs. C. Workman, Horan, Conley, E. McKenna, F. R. Tims, Geo. O'Farrel, M. O'Malley, T. Nesbitt, P. E. Lane, G. Quart, J. Graham, F. M. Duggan, Masters E. Batterton and J. Quinn.

It was on the ground on which Tara Hall stood that the first Methodist church was built in 1816. The present Methodist Church, on St. Stanislas street, was dedicated in 1849. In 1831 there was a second church of this persuasion erected on Cham-

plain street, opposite the Marine Department offices, but was abandoned on account of the rock slides.

Quebec, in 1847, had two encampments and two subordinate lodges of the Independent Order of Odd Fellows. The officers of the four lodges were:—

Stadacona Encampment No. 2—A. Joseph, C.P.; Samuel Wright, H.P.; Weston Hunt, S.W.; William Higginbotham, Scribe; James McLaren, J.W.

St. Louis Encampment No. 4—Francis Bowen, C.P.; James E. Anderson, H.P.; William Holehouse, S.W.; Thomas D. Lewis, Scribe; George Hall, Treasurer; Benjamin Cole, Jr., J.W.

Albion Lodge No. 4—J. MacLaren, P.G.; William Bennett, N.G.; Weston Hunt, V.G.; James Dyke, Secretary; P. L. Lesueur, P. Secretary; R. Gilmour, Treasurer.

Mercantile Lodge No. 19—Samuel Wright, N.G.; Charles Gethings, V.G.; Robert Chambers, Secretary; Pierre Gingras, Jr., Treasurer; N. Balzarette, P. Secretary.

Robert Chambers was the same gentleman who, in 1878 and 1879, was mayor of the city, while Messrs. Hall and Joseph were well known merchants as well as aldermen. Charles Gethings was clerk of the Recorder's Court. James McLaren was gaoler of the old prison on St. Stanislas street, who lost his life in the burning of the steamer "Montreal", while Messrs. Hunt and Bennett were leading merchants of Peter street.

In 1847, Montreal had two encampments and five subordinate lodges. Other lodges were located in Toronto, Peterborough, Belleville, St. Johns, Stanstead, Brockville, Kingston, Picton, Cobourg, Port Hope, Ste. Catharines, Hamilton, Cornwall and

By-town (now Ottawa), while Quebec was on the eve of having a third subordinate lodge.

Among prominent local men of the Order in 1846-47 were Messrs. John Budden, George Duberger, John O'Farrell, Aurele Plamondon, Chris. Flanagan, J. G. L. Taché, W. Wood, Thomas Lambert, F. Faffard, Prosper Bender, H. Cazeau, L. A. de St-Georges, John Mulholland, H. McHugh, John Thom, Thos. Casault, Aug. Soulard, John Venner, J. B. Pruneau, Marshall Murray, Robt. Maxwell, Wm. Fraser, H. G. Black, E. Doran, H. Moore, H. Chapwell, R. G. Belleau, Louis Plamondon, A. C. Taschereau, Albert Angers, Chas. Alleyn, M. Hammond, P. Piton, François Real Angers, William Larue, Wilbrod Larue, Roger Lelièvre, Edouard Lacroix, Félix Glackmeyer, Arch. Thom, C. Lee, John Young, John Hammand, Thos. Lee, P. McLeod, John Lesueur, Louis Lemoine, Joseph Pepin, P. Sheppard, M. Patry, M. B. Valteau, I. Forbes, N. F. Thomas, S. Ross, J. R. Blais, J. Mead, L. E. Dubord, Z. Chartré, Jos. Falardeau, John O'Neil, J. R. Day.

The Young Men's Christian Association of Quebec was instituted on the 25th January, 1870. For the first two months the Association work was carried on in Jeffery Hale School Room on Joachim street, the site of which is now occupied by the Victoria School. In the following March, rooms were secured in a building, since demolished, at the back of Fabrique street. Three years later, on June 3rd, 1873, the Association moved into more suitable quarters situated over McLeod's drug store, on Fabrique street. In 1876, Mr. Thos. S. Cole was appointed as the first General Secretary, and on the following January a public anniversary meeting was

held for the first time. In 1878, the Association was incorporated, while in 1880, the present home of the Association, a fine stone structure at the angle of St. John and Des Glacis streets, was formally opened.

A disastrous fire occurred in the building on Sunday evening, October 23rd, 1892, by which some five thousand dollars damage was done. The library at that time contained about two thousand volumes, and many of the books were destroyed. In commemoration of its reopening some months later, a medal was ordered, the die for which was made in New York City. This sole Quebec Y.M.C.A. medal is of aluminum, a very little known metal twenty years ago, and bears on its obverse an open book with initials G.P.W.L., surrounded by the legend "A Good Book is the Precious Life Blood of a Master Spirit". The reverse has the following in a wreath: "Quebec Y.M.C.A. Library reopened May 1st, 1893". Seventy-five of the one hundred specimens struck were sold at one dollar each for the benefit of the library, and the remainder presented to the Board members and officers of the Association.

In 1897 the contract for the gymnasium annex was given at a cost of \$20,000.

The Past Presidents of the Association have been:—Henry Fry, John C. Thomson, Robert Stanley, W. C. Scott, W. A. Marsh, Geo. W. Parmelee, W. H. Wiggs, L. C. Webster, John Thomson, R. B. Lindsay, G. B. Ramsay, Alex. Hyde, John Thomson, W. H. Wiggs.

As far back as 1835, Quebec could lay claim to a debating club, which held its meetings in the Chien d'Or building on Buade street. The *Mercury* was

then issued from this building. Among the members of the club were such well known men of the past as Dr. J. Graddon, Daniel Wilkie, J. McKiddy, W. Walker, sen., John Clapham, Jackson, Thomas Carey, Paul Lepper, E. F. Ferguson, Frank Colley, H. S. Scott, A. J. Maxham, W. J. Welch, William White, C. Bruce, H. A. Wicksteed, F. D. Tims, J. H. Willan. The club was in existence for years, even down to a late period.

Gough Division No. 3, Sons of Temperance, was instituted in the city of Quebec in 1851, just nine years after the organization of the Order in America. It surrendered its charter on the 24th November, 1894, after a grand work covering forty-three years.

St. Lawrence Division No. 16, was instituted on the 13th February, 1852, and it, too, was forced to surrender its charter on the 31st December, 1899, after forty-seven years of continuous activity. The motto of the Order as portrayed in the colors of the badge—the Red, the White, the Blue—was expressive of Love, Purity and Fidelity: love for associates in sickness and in health, purity of heart and life, and fidelity to the great cause of Temperance. These were well exemplified by the following and other members given in the old records of both Divisions, most of whom have passed to their great reward:—Ben Cole, George Johnston, P. McEwan, Wm. Brodie, Peter Johnston, P. W. McKnight, George Mathison, John R. Healey, Charles Corneil, Samuel Paxman, Wm. McWilliam, Samuel Moore, P. Lesueur, Geo. W. Staton, Geo. Galbraith and Martin Winn.

Stadacona Lodge of the Order of Good Templars was established in this city fifty years ago and

among the officers were the following :—Rev. J. S. Sykes, Messrs. M. E. Duff, G. J. Duff, H. Alexander, C. Corneil, James Carrel, Ed. Robertson, John Moore, Patrick Langton, John Cross and Joseph Cairns.

The St. Patrick's Total Abstinence Society was in existence for many years in Quebec and did a useful work.



The Old Habitant.

CHAPTER XIX

ROD, GUN AND OTHER SPORT

Quebec a Paradise for Sportsmen at One Time—Salmon and Trout Rivers in this District—Many of the Hiding Spots of the Speckled Beauties—Slaughter of Wild Pigeons—Athletes of the Past Generations—Curling, Snowshoeing and Lacrosse—Leaders on the Cinder Path—Quebec Turf Club Races—The Rowing and Yacht Clubs—Tandem Club Dates from 1890—Quebec Snowshoe Club—Ice Boating, etc.

WHAT a paradise Quebec was half a century or more ago for the lovers of the rod and gun, when even salmon could be killed in the St. Charles river, between Scott's bridge and the Falls at Lorette. Many a lordly silvered beauty has fallen a prey to the tempting fly dexterously handled by the late Richard Nettle. This gentleman was a well known former resident of Quebec and conducted a school for a time in the building on the west side of Ste. Ursule street, the second door from St. John, some of whose pupils are still prominent men of this city. Mr. Nettle was an authority on fish culture.

Half a century ago, Mr. H. C. Austin, N.P., one of the best known fishermen of his time, whipped several famous salmon pools on the Ste. Anne river and fished the little stream that flows behind the Beauport Asylum for large speckled trout with great success. This gentleman, who was born in Quebec, the son of a veteran of the British army, knew almost every likely spot on the Montmorency, which river, for generations, has been the Mecca for fly

fishing. Even to this day, there are no better spots in the vicinity of the city for a day's outing with the rod and line than the Sable or "Camp", L'Islet, the pools at Moore's, Dawson's, Tierney's and the Beaver Meadows, the latter preserve controlled and the fishing protected by a club composed of well known sportsmen. At the Sable are the cottages of Hon. John C. Kaine and Mr. E. A. Evans, C.E., not to mention Frank Mallin's "Chateau Montmorency" among others, whose hospitable doors are scarcely ever closed, during the angling season at least, to their various friends who may chance to call to view this lovely spot, if not to cast a fly.

Lake Beauport and the half score of lakes in that vicinity—Bonnet, Blue, Mackenzie, Chestnut, Sagamité, etc.—as well as the rivers Jaune and Huron, were favorite spots for the British army officers and civilians, as were the quiet stretches of the Jacques-Cartier, in the vicinity where the bridge now spans the river at Valcartier. The different pools among the roaring waters for miles beyond the river Caché were all teeming with fish, and the devotees of Isaac Walton could always depend upon securing a plentiful supply of the speckled beauties without any great hardship. Then what an exciting experience in running the rapids on the return journey as far down as Bayard's, where the drive from town usually ended.

The Plamondon Lakes, Hayes' Lake, Lake Caché, as well as the Rivière aux Pins, Lake St. Joseph, Lake St. Charles, the Little Saguenay and the Great Lake Jacques-Cartier, were all popular hiding spots for the gamey fish and frequently visited. Then we had Lakes St. Joachim and Philippe, in the Ste. Anne district.

Watching the salmon making futile efforts to surmount the barriers or darting in and out among the

boulders in the Jacques-Cartier river, in the vicinity of the Dery Bridge at Pont Rouge, was quite a sight years ago. Almost any time during the open season the magnificent fish could be seen sporting themselves in the pools there, and enjoying their freedom from that point to the river St. Lawrence. Mr. J. K. Boswell was the owner of this preserve for years and every precaution was taken to prevent illegal fishing.

It may be said that almost every stream, river and lake teemed with game fish and it was not necessary then, as it is to-day, to travel by train—to the waters on the Lake St. John route, to the preserves of the Stadacona, Laurentides, Iroquois, Triton and Press Club among others—in order to have a successful outing. All this is due, no doubt, not only to lumbering operations, but to the wholesale destruction of the fish by the illegal use of night lines, spearing and netting, but also by the depletion of the spawning beds as well, so that the culprits might have a few dozen fish to expose for sale on the local markets.

The best known man with a gun was a grizzled old veteran named Portugais, who resided in St. Roch's, and took great credit for having flushed the first woodcock each season for a period of fifty years. Almost every day he was to be seen on the street dressed in his hunting outfit—a brown velveteen coat and cap, and mocassins to his hips with a trustworthy gun—and accompanied by his well-trained and faithful dog.

Chateau Richer was a famous resort for snipe shooting, and the swampy beach there is said to have yielded as many as four thousand birds in one season.

Plover, snipe, woodcock, partridge and snowbirds were plentiful almost anywhere within a short dis-

tance of the city and in the surrounding country. On the Plains of Abraham, on the Cove Fields, on the ground now forming part of Belvidere ward, along the St. Louis and Ste. Foye roads, the Gomin woods and in the Bijou swamp from the foot of Sauvageau's Hill, not to speak of the beaches at Beauport and Chateau Richer, Charlesbourg, etc. Hunters were then rewarded with well filled game bags. Sand larks and Jack snipe usually flocked in hundreds to the sand bars in the St. Charles river, around the Dorchester bridge, in the fall of every year.

Wild pigeons also were very abundant throughout the country districts and were purchasable at 12½ cents a dozen on the markets. How many of us remember the luxurious pigeon pies our mothers used to set before us, which were fit for a king's table? These birds were slaughtered wholesale by shooting and netting in the outlying districts. While they flew high over the city like lofty moving clouds, winging their way southwards, to-day they are a thing of the past. The Smithsonian Institute, in fact, has a standing offer of a large sum of money as a reward for the party who will furnish them with a pair of these birds, dead or alive.

Caribou were shot in the long ago not only in the vicinity of Cap Tourmente, below Ste. Anne, but also between Lorette and the Jacques-Cartier river, while thousands of wild geese were to be had for the shooting in the vicinity of St. Joachim.

Talking of geese reminds me of a good story. One day, in the long ago, several friends started out to have a crack at the flocks, which were reported to be so plentiful at St. Joachim as to be actually raiding the barns of the farmers in that locality and encouraging the tame birds to leave their happy homes. The party arrived at their destination in

due season and after many preliminaries engaged a farmer with his stock of decoy birds to take them to the most likely spot on the beach within his domain. It was no picnic to get there either, as it was a case of dancing the Highland fling to save themselves from going down in the mud, which resembled a bottomless quagmire more than anything else. One of the party, who had borrowed for the occasion a pair of mocassins reaching only half way up to his knees, discovered to his dismay that they were taking in mud, over the tops, of course, and to cap the climax at last he fell in a heap. It required the combined strength of the farmer and his friend to get him straightened out again and escort him to the final goal of their ambition. Here they awaited the digging of their shelter, which resembled a grave more than anything else, about four feet in depth. It was lined with straw, with a seat for two and a shelf for ammunition, etc. Here they hid themselves from the myriads of geese which were flying very high, out of range of their guns, however, and no effort on the part of the tame birds, staked in the mud, by which they were surrounded, could induce them to come on. The farmer, in the meantime, had left them shivering with the cold, to do some chores around the house, promising to return in the course of an hour or two. He came back all right, but with the unwelcome information that as it happened to be a low high tide that morning, their ambition to bring down some of the birds would not be gratified, as the tide was already on the turn. The result was that after settling with the fellow, whose knowledge of the tide and shooting they placed at a very low ebb, they returned to town sadder if not wiser men. Since then they have left the shooting of geese to the other fellows.

There was no bridge to cross the Jacques-Cartier

river at St. Gabriel, Valcartier, fifty years ago as now, nothing more than a scow for horses and vehicles and a dug-out canoe for foot passengers. The rivers and creeks in this district, as already said, teemed with trout, while the work of the beaver could be seen almost everywhere. These busy little animals were allowed to dam the small rivers and build their homes in the beds of the forest streams, without let or hindrance on the part of man; other game wandered at will. Partridges were so plentiful in the clearings as to enable one to kill them with a stick, if so inclined. For a few days' sport in this district there was no better place at one time than the lakes known as Tentari, two bodies of water separated by a short narrow creek, nestling in the heart of the Laurentian mountains and now under lease to Mr. Frank Ross. Many Quebecers journeyed to these delightful sheets of water and returned home well repaid for their long journey through a country full of picturesqueness. Years ago, in order to reach the lake, unlike to-day, it was a case of walking several miles from the last habitation, along a narrow portage or trail with many obstructions in the shape of windfalls, quagmires, etc., en route. Boats and camps were out of the question then, rafts and temporary shelters of birch bark, made fast to poles, taking their places. Parties usually went in under the guidship of that good old soul, Ned Atkins, who could travel from his modest home in the wilds of Valcartier to the lakes almost with his eyes shut. He was acquainted with every likely spot and the result was well filled hampers.

The building of the Quebec and Lake St. John Railway to Lake Edward and the stories of the catches of trout to be made there, diverted the great body of sportsmen to that route. This was long

years in advance of the cutting of pulpwood at least, when there was no tugboat, pleasure steamer or motor boat to disturb the tranquillity of the lakes, nothing but the weird cry of the loon in the daytime and the cat-like calls of a stray owl at night. Magnificent trout could be killed then within a short distance of the railway stations.

A story that went the rounds of the press at the time, and is worth repeating here, was that relating to the capture of a mighty monarch of the forest in the form of a bull moose, while the animal was crossing Lake Edward in the vicinity of the Sister Islands. The steamer was making its way down the lake at the time with a party of local and American fishermen and the guides conceived the idea of capturing the animal, and by that means, making a few dollars, by adding it to the Holt, Renfrew & Co. Zoo at Montmorency Falls. They at once launched their canoes and in a short time had the animal captive with a rope around the antlers and in tow towards the steamer, to which they made him fast. All went well for a time, until shallow water was reached, and the brute found terra firma, when he refused to budge an inch further. Notwithstanding the efforts of the engineer to force the boat ahead, the animal's strength was too much for it, and instead of going forward it started to go backwards. Things commenced to look serious for those on board, when the order was given to cut the rope and allow Mr. Moose his freedom, when he at once bounded ashore and made a mad rush for the hillside, with a long piece of rope still attached to his antlers. In a few moments, he returned to the lake shore in a defiant attitude, with fire in his eyes, but by this time, the boat had resumed its journey, and the moose was soon lost to sight, to rejoin its mates in the woods.

Quebecers seemed to be imbued with a greater taste for outdoor recreation in the early days than they are to-day, and what is more, it was all clean sport. The participants then had no other ambition than to win on their merits. Horse racing, cricket, football, lacrosse and foot racing in summer, and curling, skating, snowshoeing and ice boating in winter, were the popular sports.

Curling in the early days was enjoyed in the open air as well as under cover, and many Scotchmen among Quebec's population indulged in the "roarin' game" on Gillespie's wharf, in the Lower Town, or on the ice of the St. Lawrence, in front of the city. Among the well known curlers of fifty years ago and over were Messrs. Robert and William Brodie, P. Patterson, James Gibb, James Gillespie, Charles Poston, G. Veasey, James Patton, A. D. Bell, W. Mackenzie, J. Blais, W. Crawford, George Davie, A. Crockett, G. Maguire, W. Rhodes, A. J. Maxham, D. Bradley, H. Glass, J. Lindsay, B. Rousseau, Jas. Dean, J. W. Laird, J. McCorkill, F. X. Chabot, H. Ahern and J. G. Scott.

The racket court, sixty odd years ago, was on Palace street, opposite the old Albion Hotel, and among the best known players at the time were Messrs. E. Phillips, Alex. MacAdams, James Motz, W. Fullam, Forbes Geddes and James Kerr.

Snowshoe races were held on many occasions on the ice of the St. Lawrence river, opposite the city, as well as on the Esplanade, and among the fleet-footed runners of thirty or even forty years ago, were Messrs. B. Gowan, Charlie Dunn, Harcourt Smith, Alex. J. Messerve, Collie Hetherington, R. J. Davidson, A. E. Scott, A. E. Gingras, W. B. Scott, James Norton and others, of Quebec, and Joseph Martineau, S. Piton, George Harder and T. Anderson, of Levis. The Quebec, Waverley, Au-

rora, Emerald, Crescent, Levis and Voltigeur clubs were the best known at the time.

Some exciting games of lacrosse were played, years ago, on the Esplanade, Cove Fields or Plains of Abraham between teams from the Champlains, Stadaconas, Emeralds, St. Louis, Independents, Thistles, Unions, Lone Stars, Shamrocks and Sarsfields, all composed of local amateurs. Many of the men who crossed sticks in the long ago are still in our midst and can relate interesting stories of the hard fought battles of the past. At one time lacrosse was a most popular game here, and there were scores of the finest stickhandlers, who could put to shame some of the professionals of to-day. Here are the names of a few of the old players (many of whom have since passed away) :—Dr. C. S. Parke and Dr. J. Henchey, Messrs. C. Bradley, F. Holloway, F. Knight, W. Macpherson, M. Foley, J. Stafford, J. Bruneau, F. Bruneau, H. Drummond, James and Thomas McLaughlin, the Nestor brothers, the Partridge brothers, the Bremner brothers, the Chinics, W. H. Davidson, G. Malouin, H. Delagrave, C. Delagrave, L. Myrand, H. Boakes, P. Miles, W. B. Scott, A. W. Colley, H. Gilchen, E. Reynolds, J. Cotter, T. Kelley, P. Kelly, John Reid, P. Andrews, O. B. C. Richardson, H. and C. Miller, T. O. Gingras, J. Wills, the Dinan brothers, A. Kennedy, A. Reid, Luke Kerwin, D. Watson, A. E. Swift, R. J. Davidson, P. Walsh, B. Murphy, etc.

The swiftest youths on the cinder path for short or long distances, on the occasions of the athletic meets so often held on the Esplanade, especially at the time the late Lord Dufferin was Governor-General of Canada, were Messrs. Martin Foley, R. Battis, W. Partridge, J. Gilmour, J. Cotter, H. Jackson, J. Stafford, W. Jewell, T. Ballantyne, R. J.

Spearing, Jas. McLaughlin, R. Ryan, H. J. Chaloner, E. Tierney, etc. One race which took place on the Esplanade is particularly worth mentioning. It was for a silver cup in quarter mile heats, two out of three, between Martin Foley, of Quebec, and R. S. McCoy, of Montreal. The former won the first heat in 56 seconds, and the third in 57 seconds, while McCoy won but the second heat in 58 seconds, and thus lost the prize. This was considered very fast time, taking into consideration the condition of the track.

Another event that attracted a large crowd to the St. Charles race track, at Little River, was a race of a hundred yards in heats, between James McLaughlin, a well known athlete of the olden days, of this city, and J. Driscoll, of Montreal. The first dash resulted in a dead heat, while the other two heats were won by the former runner in the remarkably fast time of ten seconds.

Football and cricket were two of the oldest games played in Quebec, being very popular with the officers and men of the garrison and played on what was then known as the cricket field, the ground on which the present Parliament Buildings stand.

Hurley, played with a thin piece of cordwood, or a stiff branch, with a slight curve at one end, for a stick, when one had to "shinny" his side to avoid a sharp blow on the legs or feet, was, no doubt, the forerunner of hockey. At all events, that is the sort of hockey that was played in the olden times.

The skating rink was situated at the corner of St. Eustache street and Grande Allée.

Prime's gymnasium was a well known institution in Quebec less than half a century ago and the colored instructor had a large number of young men in his various classes. The boxing feature was quite popular and there were many of the younger gener-

ation who were experts in the manly art and could stand up against some of the best men in the ring with advantage.

Billiards was also a popular game and the Albion and St. Louis Hotels in the olden days were the scenes of many a closely contested game between experts with the cue.

The Quebec Turf Club, it is said, was organized as long ago as 1789, as on the 25th September of that year, races took place on the Plains of Abraham, as announced in the *Quebec Gazette*. In fact as early as 1767 it is on record that horse racing was a popular sport on that historic ground. Sir James Craig, Governor of Canada in 1807, was a prominent figure at the races held then. In the early history of the Quebec Club, meets were not only held on the Plains of Abraham, but at Ancienne Lorette, where they took place in 1847 and several years following—on the Hough farm—lasting usually three days, and later on the Little River track. In those days such racers as Eureka, Kate, Sally Ward, Grace Darling, Sunbeam, Saturday Night, Snag, Hit or Miss, Polly Hopkins, Rival, Isidora, Goliah and Kangaroo were pitted against each other, in hurdle and flat races, for the Queen's plate and other valuable prizes. The leaders of the sport then were such men as Ed. Ryan, G. B. Symes, Dr. J. C. Fisher, C. Gethings, Hon. R. E. Caron, Capt. Boxer, H. Pemberton, G. H. Parke, C. W. Usborne, Ed. Burstall, A. D. Bell, Colonel Gugsy, A. Gilmour, W. F. Wood, Charles Sharples, T. W. Lloyd, A. Joseph, J. K. Boswell, T. H. Dunn, G. Paterson, Pierre Poitras, E. Gingras, C. E. Levey, H. Burstall, W. Petry, W. Rhodes, T. J. Reeve, A. Mac-Adams, Dr. Kerwin, T. Carey, P. Duchesnay, S. Hough, C. Gates, J. Motz, M. Shipman, etc.

At the meet in 1840, Mr. G. H. Parke—who was



Turf Club Races in the Long Ago



Fishing on Montmorency River—Early in Past Century.

a member of the club in 1836—won the Queen's plate and three other races with the same horse.

The Queen's plate was run for in Quebec, as a rule, every two years, and the races were usually held on three separate days. The Merchants' plate race was three miles straight, while hurdles were three feet eight inches high with four inches of brush. It was quite in order in the long ago to have three, five and ten mile races. Lord Elgin, in 1854, donated £25 as the Governor-General's prize. Ten years previously the club had a membership of eighty-two and held its meetings at Payne's Hotel, (now the Morgan block).

The officers of the Imperial army, then stationed in the garrison, took a great interest in horse racing and were among the most enthusiastic men on the track. They contributed in a large measure to the success of the meets, as well as the Club, and generally owned fast horses.

Alex. MacAdams, who died lately, was the last survivor of the old racing days in Quebec, and as a member of the local cavalry corps, won two hurdle races in one afternoon in 1857.

George Parent, of Ogdensburg, N.Y.; Mr. Tembrooke, of New Orleans; Tom Henrickson, Jack Barril and Maurice Laframboise (afterwards honorable and judge), owned some fast racers and were among the horsemen who attended the meets here. Dennis Reddy and the Littlefield brothers were the favorite jockeys, while the best known horses were Telegraph, Belle Canadienne (winners of the Queen's plate), Fraser, Charles Reilly, Tom Payne, Dixie, Jennie Lind, Montcalm Girl, Gumbo, Lady Franklin, Compton Boy, M. D., Ivanhoe, Milo, Spanker, Bismarck, Pilot, Plough Boy, Bare Bones, Little Jennie. Many exciting races were in order

at the meets, which were attended by the majority of our population.

Fights between the rowdy element and the soldiers were not unusual, which resulted in the Plains being deserted for some years in favor of Lorette and the Little River.

The men who were the chief supporters of the Quebec Turf Club of later years were, among others, Colonel Turnbull, Lieut.-Col. Forsyth, O. Murphy, Dr. F. R. Rinfret, Major Short, Hon. E. J. Price, Dr. C. Sewell, Lieut.-Col. G. R. White, Major Wilson, Major F. Lampson, Hon. P. Garneau, James Patton, M. Connolly, A. Sharples, Hon. Thos. McGreevy, N. Turcotte, E. Fitch, Lieut.-Col. Montizambert, James Patton, A. Stuart, Vesey Boswell, N. Turcotte, Dr. C. S. Parke, P. Campbell, S. Fisher, F. Driscoll, Capt. Heigham, Major Hetherington, D. S. Rickaby, V. Chateauvert, Lt.-Col. Ashmead, etc.

When both sidelights you see apart,
Port your helm and show your red.
Green to green and red to red,
Perfect safety, go ahead.
Both in safety and in doubt,
Always keep a good lookout.

The Quebec Yacht Club, at one time known as the Quebec Rowing Club, was organized nearly eighty years ago. It had as its principal supporters such well known men of their time as Hon. John Young, Judge Andrew Stuart, James and George Gillespie, John Gordon, James George, A. J. Maxham, Wm. Bignell, Frs. P. Colley (uncle of Mr. A. W. Colley, Customs House broker), James Gillespie, J. W. Jeffery.

In 1846, the following were members of the club : George Patterson, Robert Lindsay, John Dean, J.

T. Harrower, Charles Jones, D. McLimont and D. Harrower.

When the last ship sailed out of port in the fall, the Quebec Rowing Club's name was changed to that of the Quebec Snowshoe Club, and every Thursday evening throughout the winter was the occasion of a meet at some rendez-vous, usually Montmorency Falls. On the arrival of the first vessel in the spring, the snowshoes were put aside and rowing was the recreation for the summer months, under the colors and name of the Quebec Rowing Club.

Some exciting contests between boats known as the "Red Rover", "Scarlet Runner" and the "Ruby", were held on the river opposite the city. The outriggers and other boats of various styles were forced to skip along the water in a remarkably quick time, by the powerful strokes of the vigorous young oarsmen, who knew every foot of the course they were obliged to cover in the race. One notable race here, in which Quebecers were victorious, was with a crew of oarsmen from Montreal.

Mr. John S. Budden remembers when certain days in the summer season were devoted to rowing races in which many took part, including the timber towers and sailors from the vessels in port, even to batteaux races, and the sport created the greatest interest among the different contestants and friends in the Lower Town. Many of the merchants and their clerks took an active interest in the affairs of the Club, some closing their stores and offices in order to follow the races.

Rowing races, however, gave way to yachting, and close contests between some of the famous yachts were in order around the harbor triangular course, to Beaumont buoy and to Madame Island and return; the latter, a distance of thirty miles,

when it took practically a whole day to cover the course.

Such racers as the "Dauntless", the property of F. Lachance; the "La Mouette", owned by Hon. A. R. Angers; W. W. Scott's "Black Hawk", Henry Dinning's "Guinevere", as well as the "Wasp", "Le Thon", "Jacques-Cartier", "Emerillon", "Shannon", "Tom King", "Tom Spring", were the leaders in the aquatic sport. A race between any of them was sufficient to arouse the enthusiasm of yachtsmen to fever heat. The crews were all adepts in the art of sailing. Knowing as they did the currents and different parts of the river, they took advantage of every puff of wind to cover the distance in the shortest possible time and win the coveted prizes, as well as the honor of giving the other yachts the benefit of their wash. The graceful yachts were splendid models, built with a due regard to safety and swiftness and in a stiff breeze could travel at a very fast clip.

A prettier sight could not be desired than to see the fleet of sloop-rigged yachts with their one mast and bowsprit, carrying a main sail, gaff topsail, staysail and jib, with their colors flying, beating up and down the river under all conditions of weather.

The Club, after a few years of inactivity, was re-organized in 1885, being incorporated three years later as the Quebec Yacht Club, and has had quite a prosperous career since, numbering among its membership many of the most prominent citizens.

From 1885 to 1898, the following were the Commodores:—Messrs. J. U. Gregory, John Ritchie, J. D. Gilmour, Hon. P. Landry, Simon Peters, S. H. Dunn, W. J. Ray, T. S. Hetherington, while Messrs. J. Piddington and George C. Scott were Vice-Commodores.

Mr. John S. Thom held the position of Captain

from 1885 to 1888, and for several years was a member of the sailing committee, as were Messrs. Charles McKenzie, John Shaw, F. E. Falkenberg, E. J. Meredith, E. N. Chinic, John Ritchie, A. E. Scott, C. Panet Angers, F. Penney, E. C. Fry, D. Arcand, Dr. Henchey, H. J. McLimont and St. Georges Legendre, at different periods in the history of the club.

Among the original members of the club, in 1885, who were still on the active list in 1899, were Messrs. C. Panet Angers, D. Arcand, J. B. Andrews, J. G. Bruneau, J. G. Boyce, E. N. Chinic, Lorenzo Evans, J. H. Holt, William McLimont, A. H. Peters, J. B. Peters, W. J. Ray, George C. Scott, A. E. Scott and J. S. Thom.

In 1899, Mr. George C. Scott was the Commodore, Mr. J. M. A. Raymond, Captain, and Mr. E. A. Evans a member of the sailing committee.

The winning yachts in 1885 and several years following, were the "Curlew", owned by J. Ritchie; "Guinevere", owned by S. Peters; "Osprey", owned by J. S. Thom; "Ires", owned by J. Piddington; "Montagnais", J. B. Morin; "Kathleen", W. McLimont; "Serieux", A. J. Auger; "Bernadette", Hon. P. Landry; "Surprise", O. B. C. Richardson; "Enid", A. H. Peters; "Onyx", George C. Scott; "O-Enone", T. S. Hetherington; "Iola", J. M. A. Raymond; "Mignon", Dr. Fournier.

Other club yachts as late as 1899 were:—"Muriel", H. Kennedy; "St. George", W. H. Scott and H. D. Morgan; "Lulu", J. R. Shehyn; "Shoo Fly", S. T. Green; "Pirate", John Ritchie; "Kenneth", G. Gilmour and A. D. Ritchie; "Witch", S. H. N. Kennedy; "Laura", N. H. Aselin.

Of late, enthusiasm for yachting has not been

as keen as in former years, no doubt due to the spirit of the age in the introduction of the motor boat, yet it is to be hoped that the old Quebec Club has not seen its last, but that another revival of the invigorating sport will be in order in the near future.

One of the most popular organizations in its time was the Quebec Tandem Club, started about 1830, and of which many of the then leading citizens were members, but more than half of the supporters of the club, who took part in the weekly drives, were officers of the regular army then quartered in the garrison. Among the prominent men of the club at one time were Messrs. G. H. Parke, W. H. Jeffery, G. B. Symes, James Gibb, Colonel J. F. Turnbull (who for many years was Honorary Secretary), J. K. Boswell, H. Têtu, L. Têtu, F. Lampson, and officers of the 17th and 32nd Regiments.

A drive took place every Saturday during the winter, when the weather permitted, the members mustering at the Place d'Armes at one p.m. and starting at one-fifteen sharp. After a tour of the Ring, followed by one around town, the leader generally directed his course to a different rendez-vous every week: to Julien's, at Ste. Foye; Gaspard Huot's, at Charlesbourg; William Button's, at Indian Lorette, or Bureau's, at Montmorency, where a huge ice cone (one year being 126 feet high) which formed at the foot of the Falls, was the usual thing in those days, and down which sliding was a great treat, was one of the attractions there.

When an ice bridge took, a drive over to Levis was in order. After partaking of refreshments at one or other of the popular country resorts and enjoying themselves for a time, the party made a start on the return journey.

The drives were very popular and numerously at-

tended, some of the finest and best groomed horses then owned in the city were in line and looking at their best, bedecked as they were with colored plumes and costly harness, hitched usually to handsome two-seated high back to back sleighs. At one drive in the early sixties there were as many as three four-in-hands and twenty-one tandems, Mr. G. H. Parke leading the first four-in-hand.

The leader of the drive usually paid the tolls for the party, while the other expenses were taken out of the funds of the club. When the turn of leadership fell to a young military officer, he resorted to all kinds of pranks so as to prevent the others from following. On one occasion the leader, who happened to be a civilian this time, actually had a narrow sleigh made so as to allow him to drive through the side entrance of St. John's Gate of 1867, which was quite narrow and, of course, no one could follow. This sort of thing usually decided who should pay for the dinner. The late Mr. G. H. Parke was known as the most daring leader of the club, and was an expert in handling the lines. Hon. Pierre Garneau was also a conspicuous figure in the drives, always wearing a "topper", even on the coldest days of winter. He, too, was a leader on the occasion of many outings.

There seems to be no existing record of the year in which the original Quebec Snowshoe Club was formed, the earliest minutes existing being those of the year 1845. There would also appear to be an interval between the former club and the present one of the same name, as the latter was only founded in the year 1876. However, even this date makes it the oldest snowshoe club in Canada, outside of Montreal. Mr. J. T. Harrower is the one man living who was a member of both clubs.

The old club met more or less regularly for long country tramps or races, generally ending up with a big spread at the rendez-vous. Every member was supposed to tramp, and betting on the races was very keen, as the official betting register shows. Amongst the members at that time were:—F. A. Roe, D. Harrower, Pem. Paterson, R. Lindsay, C. Jones, Jos. Roberts, Jno. Dean, P. D. Welch, Saxton Campbell, J. Sewell, J. Tremain, Teddy Jones, Chas. Phillips, J. T. Wilson, Jr., Robt. S. M. Sewell, Jas. Dean, Jr., etc.

The present club was formed in 1876, the founders being Messrs. W. B. Partridge, A. Montizambert, Harcourt Smith, C. Miller, Percy Myles, W. B. Scott, A. Boswell, J. Boswell, W. C. Woods, R. Campbell, H. Drummond, J. C. Clancy, A. Clint, G. Partridge, E. B. Garneau, W. H. Wilson, E. H. Anderson, A. Holloway, Jno. Richardson, W. Drayner, S. Forrest.

The colors adopted in that year have remained the same, though the present blanket dates from 1880. Since its foundation the club has tramped practically every Thursday night of each winter, a record which no other club can equal.

The Club House which they now own and occupy on St. Louis Road was built by them in 1902. The trophies around the walls inside testify to the prowess of the Club's runners, and the number is continually being added to.

Mr. W. B. Partridge was the first president of the Club, and others who have followed him are:—Harcourt Smith, R. Campbell, J. S. Dunbar, A. H. Peters, Montefiore Joseph, W. J. Ray, A. E. Scott, S. Barrow, F. S. Stocking, W. J. Lynch, P. W. Langlois, E. E. B. Rattray, A. J. Welch.

While an ice-boat has not been seen on the St.

Lawrence river in the vicinity of Quebec for many years, at one time that style of boating was quite a popular amusement when a clear bridge formed. It was usually a perfect sheet outside the battures and extended for a long distance up and down the river, as far as St. Augustin in one way, and St. Thomas, Montmagny, in the other. The boats, which were constructed of long three-inch deals, in a triangular shape, were carried on three large skates, the after one serving as a rudder, with mast and bowsprit carrying two sails. The crew consisted of two men, but as many as a dozen passengers could be comfortably carried. It is known when boats have speeded at the rate of from twenty to twenty-five miles an hour, according to the pressure of the wind. They were built by the shipsmiths of the Coves and the sport was indulged in principally by the residents of that district. Before the large winter ferry boats were brought into service, it was quite common to have a clear ice bridge across to Levis.

Skating was also a popular pastime on the river once the bridge formed, and there was keen competition to secure the most favorite sites on which to erect shanties and stake off rinks, which were well patronized by all classes of the population, who enjoyed the open air sport to their hearts' content.

Horsemen had also their innings on the occasions of an ice-bridge at times, when race tracks were laid out and many hotly contested matches were in order among the local trotters.

Tommy cod fishing was all the rage up to quite a recent period, and scores of shanties were scattered over the fly bank, opposite Cap Blanc, and on the St. Charles river, every winter.

CHAPTER XX

QUEBEC'S MILITARY FORCE

The First Field Battery—Royal Canadian Artillery—Brief Record of the Eighth Royal Rifles—9ième Voltigeurs de Québec—Veterans of the South African War

THE Quebec First Field Battery was organized August 31st, 1855, by Major Gamache. Under the command of Lieut.-Col. Lamontagne, the Battery was called out in 1866 and 1870, during the threatened Fenian invasions, and on the retirement of Lieut.-Col. Lamontagne, Lieut.-Col. Baby took command and was later succeeded by Lieut.-Col. Crawford Lindsay. It was called on for active service again in 1885 and was stationed on the Citadel, ready to proceed to assist in the North-West campaign. Lieut.-Col. Lindsay resigned in 1893, having served from the 1st May, 1863, when he was gazetted a second lieutenant in the Battery. He was followed by Lieut.-Col. Boulanger, who later served in the South Africa and China wars, when Major Laliberté took command and was chosen as one of the officers to go with the King Edward coronation contingent to London, as second in command of the Canadian Field Artillery.

Among those who served in the Battery in various ranks are the following:—Philippe Vallière (lieutenant at its organization), Hon. E. B. Garneau, Sir J. Geo. Garneau, Chas. Panet, James Prendergast, Ed. Defoy, M. Duchesnay, C. E. Gauthier, W. C. de Léry, Ed. Taschereau, L. F. Burroughs,

W. B. Hall, P. Dean, C. Thibaudeau, J. A. Couture, Dr. Rowand, W. H. Carpenter, Edwin Turcot, G. Hamel, A. Hamel, J. N. Turcot.

The Battery, in the course of competitions, won several valuable prizes.

Sergeant Hamel, in 1874, was the winner of Lord Dufferin's bronze medal for the highest score in the Dominion.

The Battery took part in reviews on the Plains of Abraham on the Queen's Birthday in 1859 and 1860, and assisted in the welcome to the Prince of Wales in the latter year.

On the 7th March, 1866, an order was received from Ottawa calling out the whole of the volunteer force in the city. There being no barrack accommodation, the Field Battery were billeted on Grande Allée and Scott streets, the headquarters being at the residence of Major W. W. Scott. On the 15th March, Major Lamontagne, in a card, returned thanks to Messrs. W. W. Scott, W. McLimont, P. Peebles and E. Poston for the kind hospitality they had shown the men of the Battery billeted in their homes. Notwithstanding the numerous inconveniences caused by the presence of so many men in each dwelling, the men were treated more like guests than billeted troops, and through the disinterested benevolence of these gentlemen were never allowed to want, even when their rations were exhausted.

On the 3rd June, 1870, the Battery was ordered to be in readiness to accompany the 7th Royal Fusiliers to Richmond, Que., and paraded at 10 o'clock in the morning, but the order to accompany the regulars was countermanded, and the corps remained on duty for a fortnight until all the force was relieved from service, fears of another invasion having been removed.

The Battery, in 1869, consisted of 59 officers and

men and fifty-four horses. The inspecting officer's report was very flattering as to the clothing as well as the arms and accoutrements, which were reported good, while the appearance of the men and horses and general turnout, the drill and efficiency of the battery reflected great credit on the commanding officer (Lieut.-Col. Lamontagne). The annual drill of 16 days was performed at Quebec.

On the occasion of his retirement from the command of the Battery on account of ill-health, Lieut.-Col. Lindsay was tendered a dinner at the Garrison Club, on the 8th November, 1893, when a large number of officers attended, among others:—Lieut.-Colonels Duchesnay, Forsyth, Montizambert, Roy, White, Baby, Majors Laurin and Boulanger, Captains Fages, Hetherington, Benson, Montizambert, Roy, Dunn, Pineault, Penney, Stein, LeBel, Ouellet, Richardson, B. A. Scott, E. B. Garneau, J. G. Garneau, Lieutenants Hussey, Baldwin, Laliberté, Turner, and Veterinary-Surgeon Couture.

The Royal Canadian Artillery has been in existence some forty-three years, having been organized by Militia General Order issued on the 20th October, 1871, and is consequently the oldest regiment in the Permanent Force of Canada. This was immediately after the last of the British troops in Upper and Lower Canada had sailed from Quebec, leaving the Citadel, the Levis Forts, and other military strongholds in Montreal, Kingston and Toronto to be held by Canada. Two batteries were organized—"A" and "B"—the first consisting of six officers and 131 non-commissioned officers and men, and to be stationed at Kingston, as well as to furnish a detachment at Toronto, while "B" Battery was to be composed of seven officers and 153 non-commissioned officers and men, to be stationed in the city

of Quebec, with detachments at Levis and St. Helen's Island, Montreal.

Lieutenant-Colonel G. A. French was the first commander of the school of gunnery at Kingston, and Lieutenant-Colonel T. B. Strange of the school of gunnery at Quebec, while the first officers of the latter Battery were :—Captain C. E. Montizembert, Lieutenants Short, Duchesnay, Larue, Prévost, and Surgeon J. L. H. Neilson (Colonel retired).

Lieutenant-Colonel de la D. T. Irwin, R.A. (now Colonel, C.M.G., retired), succeeded Lieutenant-Colonel French as commandant at Kingston, the latter having been transferred to organize the North-West Mounted Police. Fifteen non-commissioned officers and men from "B" Battery were drafted to the police, as well as a considerable number from "A" Battery, among the latter, Sergeant S. B. Steele, who later received his commission. This officer held a high and responsible post in the Yukon at the time of the gold rush, and afterwards went to South Africa in command of the Strathcona Horse. He is now Colonel S. B. Steele, C.B., M.V.O., A.D.C., Lieutenant-Colonel of Lord Strathcona's Horse (Royal Canadians), and O. C. Military District No. 1, Winnipeg.

The officers of "A" and "B" Batteries were all selected from the militia artillery, while the master-gunners, sergeant-majors, laboratory foremen, ordnance armourers and some other non-commissioned officers were transferred from or had served in the Royal Artillery. The first master-gunner of "B" Battery was Mr. J. B. Donaldson (now Colonel Donaldson, retired). Mr. C. Levie was sergeant-major in 1874, having joined on his return from the Red River expedition. He was master-gunner from 1883 to 1902, when he was offered and accepted a commission in the Canadian Mounted Rifles, with

which corps he served in South Africa, and on his return to Quebec retired on a well merited pension. Mr. Levie had previously declined a commission in "B" Battery. Mr. J. Barrington joined "B" Battery as armourer sergeant in 1875. Mr. Joseph Vézina was bandmaster in 1878 and for many years afterwards, only retiring, in fact, a short time ago. Professor H. Walters was the second sergeant-major of "A" Battery after its organization.

Other veterans of "B" Battery were Sergeant-Major Lyndon and Sergeant W. Jordan.

Such was the eagerness to join the Batteries in the early days that frequently men were taken on the strength with rations and clothing only, and were willing to wait for pay until a vacancy occurred in the establishment.

In 1880, the two Batteries changed stations, "B" Battery going to Kingston and "A" coming to Quebec.

In 1882, Lieutenant-Colonel Strange retired from the Artillery and the Royal School of Gunnery, with the rank of Major-General, but on the outbreak of the North-West rebellion he returned to active service and commanded the Edmonton column.

In 1883, the Batteries were formed into a regiment, to be known as the Regiment of Canadian Artillery. At this time Major Wilson and Major Short were in command.

In the following year Major J. F. Wilson was attached to the Royal Artillery during the Soudan campaign, for which he received a medal with clasp and Khedive's star.

Early in 1885, the Riel rebellion broke out in the North-West and "A" and "B" Batteries were ordered to entrain at once (26th March), and the latter marched down Citadel Hill at midnight, full strength, 120 officers and men, and two nine-pound-

er guns. At this time the C. P. R. was still in course of construction and wide gaps existed on the line through some 270 miles of the difficult country along the north shore of Lake Superior. It was the passage of this unfinished portion of the railway that formed the most trying part of the campaign for the Regiment.

The Batteries were in several hot engagements, including Cut-Knife, Fish-Creek, Batoche and Swift-Current, and several were killed and wounded. Among the latter was Lieutenant-Colonel O. C. C. Pelletier, 9th Battalion, on the strength of "B" Battery.

Among those who took part in the North-West campaign, were:—Lieutenant-Colonel Imlah, retired, and Captain W. G. Fellows, who is still serving with the R.C.G.A. in Quebec. Ald. E. H. Walling is a veteran of "A" Battery and took part in the North-West campaign as Brigade Sergeant-Major under General Middleton. He was in the actions at Fish-Creek and Batoche and was in charge of the men who had Louis Riel under their care.

In 1887, the Government undertook to establish a garrison at Esquimalt, B.C., when "C" Battery was raised by drafts from "A" and "B" Batteries. Sergeant-Major Sutherland (W. O.) and ex-Sergeant-Major Bridgeford were among the veterans of "C" Battery.

In the spring of 1898, a detachment of the R.C. G.A. left for the Yukon gold fields.

Great enthusiasm prevailed in the ranks of the R.C.G.A. when in October, 1899, it was decided to offer a Canadian Contingent for service in South Africa, when nearly everyone volunteered. Forty-two men of "B" Battery were selected and quite a number of them were killed and injured. Among the latter was Corporal L. P. Power (now regiment-

al sergeant-major and warrant officer), who was wounded at Paardeberg.

In December, 1899, a battalion of Mounted Rifles and a brigade division of Field Artillery were sent from Canada to South Africa. when another large contingent from "A" and "B" Batteries volunteered for service, among them Sergeant Sillifant, Sergeant A. Lyndon (now Assistant Commissary of Ordnance, C. O. C.), Gunner S. Pugh, who was born in the regiment, brother of Lieutenant T. Pugh, C. O. C., now in Montreal, and of W. Pugh, Sergeant in the R.C.G.A. Band in Quebec.

In all, thirteen officers and 136 non-commissioned officers and men of the Canadian Artillery force served in the South African campaign. The officers, with their rank at the time, were:—Lieutenant-Colonel C. W. Drury, Major G. H. Ogilvie, Major J. A. G. Hudon, Major J. Massé, Captain J. A. Benyon, Captain H. E. Burstall, Captain H. C. Thacker, Captain H. A. Panet, Captain D. I. V. Eaton, Lieutenant A. T. Ogilvie, Lieutenant J. N. S. Leslie, Lieutenant F. D. Lafferty and Capt. J. H. C. Ogilvie.

In 1907, Colonel J. F. Wilson, Commandant of the R.C.A., the last of the old officers of "A" and "B" Batteries, retired with the rank of Major-General. Colonel Rutherford succeeded him. In April, 1908, the latter was succeeded by Colonel Benson and on May 1, 1911, Lieutenant-Colonel H. E. Burstall assumed command of the Royal Canadian Artillery.

Before closing this brief record of the R.C.G.A. it should be mentioned that from the time almost of its organization it was of valuable assistance to the citizens of Quebec, on several occasions aiding the civil power during the time of election, labor or other dis-

turbances, and assisting in subduing conflagrations that so often occurred in the city in the past.

In response to the first "Fall In" call sounded by Trumpeter Jordan on the Citadel square, when "B" Battery was formed, but two lonesome looking individuals, who had accepted the shilling, strolled out from one of the casemates and marched with fear and trembling to join him. They were in civilian dress, the first uniforms not having yet been borrowed from the local garrison artillery company. The three men resembled in some respects the three Graces—Faith, Hope and Charity—as they stood on the parade grounds. Their first fatigue duty was to take charge of a lot of iron cots on which their comrades were to sleep when they enlisted. On account, evidently, of Trumpeter Jordan being the senior man in the corps, he was the first chosen to do sentry duty at the main gate and had nothing more to make him look like a military hero than an old steel ramrod that had been left as a souvenir by the Imperial troops. With this harmless weapon, Jordan made the most of it and filled in his two hours duty. However, in a few days, with the incoming recruits and Royal Artillery non-commissioned officers, there was no more play soldiering. Henceforward it was real military life. In 1908, during the Tercentenary celebration, Sergeant Jordan had the honor to be presented to the late Lord Roberts as the senior soldier of the Permanent Force in Canada.

That Bunker Hill cannon did not come out of its hiding place and occupy its position on the Citadel square with a brand new coat of paint, inscription and all for some time after the organization of "B" Battery.

Sergeant Charles W. Thorne, of the Provincial Police, was another Quebecer who served in "B"

Battery and took part in the action at Cut-Knife Hill, during the North-West rebellion, in 1885, for which he is in possession of a medal with clasp. Sergeant Thorne has another honor, of which he is very proud, namely, that he was the first soldier in the Dominion to fire a charge from a Gatling gun. It was not at the redskins or Métis, however, but at a large number of harmless wild geese that were quietly basking in the sun, one morning, in a small lake, near Cut-Knife Hill and on which the soldiers desired to have a meal. The result was that several score of the birds were killed, which the half-breeds saved by means of canoes, and a royal feast was the result.

The following is but a synopsis of a brief record of the Eighth Royal Rifles, for twenty-five years, from 1862 to 1887, written some years ago by Captain F. C. Wurtele, R.L. :—

A number of young Quebecers met together in 1861 and organized the "Victoria Rifles", electing William H. Kerr their captain, under whose command the company was, on 30th August, 1861, gazetted as the No. 2 Company Volunteer Militia Rifles of Quebec. The stoppage on the high seas of the British steamer "Trent" by an American man-of-war, which forcibly made prisoners of two of her passengers—Messrs. Mason and Slidell—nearly caused a war between the two countries. This gave an impetus to volunteering all over Canada, and in Quebec the following rifle companies were raised and gazetted, 10th January, 1862 :—The Diamond Harbor Rifles, Captain John Bursall; the "Wellingtons", Captain James Gillespie; the "Ballytrammons", Captain L. B. Dumlin, and another company by Captain Thomas Burns. On

the 22nd of that month, another was added to the list by Captain Thomas J. Murphy.

These six companies were formed into a battalion and gazetted on 28th February, 1862, as the 8th Battalion Volunteer Militia Rifles of Quebec, with Captain Thomas J. Reeve, late Captain H. M. 79th Highlanders, as Lieutenant-Colonel in command.

The companies were numbered as follows :—

No. 1. "Victorias", Captain Archibald Campbell.

No. 2. "Diamond Harbor", Captain John Burs-tall.

No. 3. Captain Thomas Burns.

No. 4. "Wellingtons", Captain James Gillespie, Brevet Lieut.-Col.

No. 5. "Ballytrammons", Captain L. B. Dumlin.

No. 6. Captain Thomas J. Murphy.

By general orders of 28th March of that year, the Battalion was designated the 8th Battalion, or "Stadacona" Rifles. Drill and rifle practice were carried on most energetically, and on the 28th April, 1864, No. 4 Company (Captain Gibsone's) was awarded the first prize of \$100 given by the Government to the 7th Military District for drill and general efficiency.

As a precautionary measure against the threatened invasion, from the United States, of the Fénians in 1866, the Government called nearly the whole active force of the country to arms, and on midnight of 8th March the Eighth were called out and subsequently billeted in Montcalm ward, near the drill shed, along with the rest of the Quebec city brigade and kept there, under arms, until the 29th, when they were dismissed with orders to drill regularly twice a week. Regular garrison duty was performed, and besides drilling every day for two hours both morn-

ing, afternoon and evening, a nightly picket of two companies alternately patrolled silently around outside the city walls, through the suburbs, St. Roch's and Lower Town to the Queen's wharf and returned to the drill shed. This tramp of two hours at a time, because of the "dead march" pace, was very monotonous and tiresome. The regulars shut the city gates at midnight and kept the city surrounded by a cordon of sentries, posted on the ramparts, whose cry of "all's well" sounded clear and weird through the still night. The promised raid took place on the morning of 1st June, when the Fenians crossed over at Fort Erie, fought at Ridgeway and got back to Uncle Sam's territory as soon as possible.

The regiment was called out and drilled part of every day till the 18th June, when it was dismissed. A citizens' relief committee had been formed and subscriptions taken up to assist the families of the volunteers called out on these occasions, but the "Victorias" generously declined to accept any of this fund, and at the inspection held on the evening of 9th January, 1867, Mr. H. S. Scott, on behalf of the committee, as a token of esteem for this generous action, presented the company with a solid silver bugle, which is still in possession of No. 1 Company.

The 9th Battalion had two English companies on its strength, No. 5 known as the Highland Rifles, Captain Harold Douglass, Lieutenant Horace R. Sewell and Ensign Ed. F. H. T. Patterson, and No. 6 Company, Captain James Black Stevenson and Ensign Alfred H. White. These companies were on February 8th, 1867, transferred to the 8th Battalion, as Nos. 5 and 6 companies respectively. This year the Enfield rifles were exchanged for the Sniders.

On 1st July, No. 1 Company, 55 strong, paraded at Montreal to take part in the review held there on Dominion Day, and marched past at the head of the 3rd Battalion or Victoria Rifles. In December, 1868, Quartermaster Morgan and Mr. F. C. Wurtele, lately a member of the Victorias, raised a company which was enrolled as No. 2, replacing the "Diamond Harbors", then disorganized. By the new law the whole force had to re-enroll within three months of this act coming into force. The companies of the 8th which complied with this order were Nos. 1, 2, 5 and 6 (vide G. O. of 6th February and 5th March, 1869). Captain Morgan and Lieutenant F. C. Wurtele were gazetted on 19th March, 1869, vice Captain A. F. A. Knight and Lieutenant J. Reynar, resigned.

In the spring of 1870 there were more rumors of Fenian raids, and the regiment was called out on the 13th April and drilled three hours daily till the 22nd, when drill ceased. The threatened raid took place on the 24th May, when the border was crossed at two points in the Eastern Townships and the raiders were quickly driven back with loss of several killed and wounded. The whole of the regulars in Quebec left for the frontier and the volunteer brigade did garrison duty during their absence, the 8th being quartered in the Jesuit barracks till the 29th of that month.

By general orders of the 14th October, 1870, the different companies of the 8th were renumbered, Nos. 5 and 6 to be respectively Nos. 3 and 4. A fife and drum band was organized on 3rd January, 1871, and subsequently changed into a brass band.

The regiment was called out to aid the civil power on 3rd and 4th March, 1873, at the Quebec East elections, and was quartered each day in the Jacques-Cartier market hall. Captain and Bt.-

Major Charles A. Pentland, of the 55th Megantic Infantry, raised a company, which was on 12th September of that year gazetted as No. 5 Company.

Again it was necessary to give aid to the civil power on nomination day, 22nd January, 1874. Nos. 1 and 5 Companies were placed on the Citadel for that day. The elections took place on the 29th, and as trouble was expected at Levis, Nos. 1, 4 and 5 Companies were sent over there, and Nos. 2 and 3 were placed on the Citadel.

On the evening of 29th January, 1875, while drill was in progress, the Mayor arrived and requested assistance at the Beauport Lunatic Asylum, then in flames; arms were piled, belts taken off, and the battalion got to the fire with celerity and worked hard till one o'clock next morning.

Lieutenant-Colonel Reeve retired from the service and Major and Brevet Lieutenant-Colonel Alleyn took command on the 6th April, 1877, and the same G. O. contained the change of the designation of the regiment from "Stadacona" to the 8th "Royal" Rifles. Lieutenant-Colonel Alleyn served in the Victorias as private in 1861.

The regiment now possessed a very fine brass band, which was increased to a full military band of 30 men with a bugle and drum band of 16 more.

On 15th March, 1878, one of the former companies of the battalion was reorganized as No. 4 Company. The existing No. 4 was made No. 5, and No. 5 gazetted as No. 6.

On 23rd May, the regiment, 245 strong, proceeded to Montreal along with one hundred men of the garrison division and two guns of "B" Battery to take part in the grand review before Lord Dufferin, held at Fletcher's Field on the Queen's Birthday.

The next service the regiment was called on to perform was of a serious nature. The labor trou-

bles on the work at the new parliament buildings had spread, and culminated in the afternoon of 12th June, by the mob sacking Renaud's flour store and getting fired on by "B" Battery. The 8th were then called out, and in an hour mustered strong at the armory. As the Legislature, then in session, had been threatened, they were quartered in the parliament buildings for the night, and the next morning the garrison, hitherto composed of the 8th, "B" Battery and Canadian Hussars, was, by the request of the Lieutenant-Governor, reinforced by three of the Montreal brigade. The Quebec garrison and part of the Montreal force were quartered on the Citadel, and the remainder in the skating rink. The arrest of a number of rioters and this timely display of force put an end to the disturbances. On the afternoon of Saturday, the 15th, there was a review on the Esplanade of the whole brigade, except two companies of the 8th on duty at the parliament house, when the Mayor and corporation presented an address to the Montreal troops, after which column of route was formed, and all marched to the Richelieu wharf, when the Montrealers embarked for home. The 8th remained on duty on the Citadel till the 19th, when they were inspected on the Esplanade by Lord Dufferin and Lieutenant-Governor Letellier.

This was the first appearance of the regiment in public wearing the new helmet. On returning to the Citadel, before being dismissed from duty, Colonel Strange addressed the regiment, complimenting it on its high state of discipline and efficiency.

In the spring of 1879 the pioneer corps was formed and its equipment furnished by some of the officers.

As No. 4 Company had become disorganized and

Captain Charlewood had resigned, Captain H. J. Miller, of the 55th Megantic Infantry, raised a company to replace it, and was gazetted to the 8th on the 28th of March, 1879.

On the 24th May the regiment again paraded in Montreal full strength, band and pioneers, to take part in the grand review there before the Governor-General, Lord Lorne, and H.R.H. Princess Louise.

Again Quebec was disturbed by riots, and the 8th were called out on the 15th August, 1879, and quartered in the skating rink. Late in the night of Sunday, the 17th, the regiment marched down to the Queen's stores in Champlain street, and remained there till the 22nd, when it marched to the Citadel and was dismissed. On the evening of the 21st, H.R.H. Princess Louise arrived via H.M.S. "Bellerophon" from a visit to the Maritime Provinces and landed at the Queen's wharf, where she was received by a guard of honor of one hundred men and band of the 8th, under Captain Ray, Lieutenants Norris and Webster; the remainder of the regiment lined Champlain street.

There were more labor troubles in 1880, and to aid the civil power the 8th were called out on the 12th May and placed on the Citadel till 7 p.m. of the 14th, when they were relieved, except one service company under Captain LeSueur, together with a company of the 9th Battalion, which remained there until the 17th, when they were dismissed.

This year the Queen's birthday review and sham battle took place on the Plains of Abraham, before the Governor-General (Lord Lorne) and Their Royal Highnesses Princess Louise and Prince Leopold.

On the 30th April, 1881, Lieutenant-Colonel Alleyn resigned his commission on being appointed



Modern St. Louis Gate, Esplanade and South African Monument.

judge, and Major Andrew C. Stuart was promoted to the command.

On the 11th March, 1883, the regiment met with a sad loss in the death of Lieutenant-Colonel Stuart, who had been seriously ill for some time. His funeral took place on the 13th and was attended by the whole regiment. The firing party of 150 men was under command of Major Scott, and the gun sleigh was furnished by "A" Battery in charge of Captain Peters.

General orders of 22nd May contained Major Scott's promotion to the command of the regiment and this year (1883), Captain W. E. Russell raised a signal corps of thirteen men.

H.R.H. Princess Louise and Lord Lorne left Canada permanently by the ss. "Sardinian" on 27th October, on which occasion the regiment furnished a guard of honor on Allan's wharf, of one hundred men and band under Captain Arthur Ahern, Lieutenants Stuart and Miller.

In March, 1885, the North-West rebellion broke out, and the regiment, which was at the time performing annual drill, held itself in readiness, hourly expecting marching orders for the front, and two companies under Major LeSueur did garrison duty on the Citadel for one month.

On the 6th March, 1886, Lieutenant-Colonel Scott retired from the 8th, and Captain H. J. Miller, as senior officer, took command and was gazetted Lieutenant-Colonel on the 31st March.

The annual inspection took place this year on the 24th May on the Plains of Abraham, before the Governor-General and Lady Lansdowne.

From the formation of the regiment to 1887, the roster contained the names of 115 officers. The 25th anniversary was celebrated on the 21st February, 1887, by a ball, given in the Academy of

Music, by Lieut.-Col. Miller and officers to the non-commissioned officers and men of the regiment.

The officers of the Royal Rifles were then:—Lieutenant-Colonel, H. J. Miller; Captains, G. E. A. Jones, J. Elton Prower, E. Montizambert, J. S. Dunbar, Charles Miller, J. E. Burstall; Lieutenants, A. E. Hall, T. I. Poston, F. W. Ashe, J. B. Peters, W. C. H. Wood, W. M. Dobell, C. J. Dunn; Adjutant, Ernest C. Wurtele; Captain-Surgeon, P. Coote.

The officers commanding the regiment since Colonel Miller's time have been:—Lieutenant-Colonels J. E. Prower, G. R. White, G. E. A. Jones, W. J. Ray, W. C. H. Wood, W. H. Davidson and D. Watson.

The present officers of the Eighth Regiment are: Hon. Lieut.-Colonel—W. M. Macpherson.

Lieut.-Colonel—D. Watson.

Majors—A. E. Swift and J. S. O'Meara.

Captains—A. W. Hay, N. Fletcher, H. E. Price, F. Marsh, W. Wilkinson, P. Gowen.

Lieutenants—P. Hall, R. White, F. S. Coolican, M. Quinn, A. Anderson, J. Crawford, P. Stewart, D. Laurie, B. Price, W. Wiggs, C. Power, G. Dunn, E. E. Ross, O. C. Jones, T. H. Craig, L. McWilliam.

Adjutant—W. T. Wilson.

Paymaster—A. Lorne Hamilton.

Quartermaster—W. C. Jacques.

Signalling Officer—M. Cooper.

Medical Officer—Capt. W. LeM. Carter.

Maxim Gun Officer—C. Dawson.

Chaplains—Rev. P. M. O'Leary and Rev. F. G. Scott (hon. captains).

The local French-Canadian rifle regiment, known as the "9ième Régiment de Voltigeurs de Québec",

has a record that any volunteer corps might be proud of. Since its organization on the 2nd March, 1862, it has been called out for active service to aid the civil power and for other purposes on numerous occasions.

For many generations independent companies of volunteers have existed in Quebec, but in 1861, a company of "Voltigeurs de Québec" was formed. It consisted of one hundred French-Canadians and was under the command of Captain Charles de Salaberry, a son of the hero of Chateauguay, and Lieutenants J. G. Bossé, Pantaléon Pelletier, Isambert Wells, Surgeon E. Lindsay, with Abbé Raymond Casgrain as Chaplain. The following year the officers of this company, with several other patriotic Quebecers, at considerable cost to themselves, decided to organize a French-Canadian battalion, hence the birth of the 9th Regiment, (which was gazetted on the 2nd March, 1862).

Apart from the officers above mentioned, the following were the first ones connected with the various companies :—Messrs. C. Eugène Panet, D. C. Thompson, L. P. Vohl, Major Edmond Langelier, Geo. P. Dugal, Ernest Gagnon, Thomas Roy, Elzéar Garneau, F. X. Toussaint, Sr., Norbert Thibault, L. T. Suzor Leblanc, Joseph Deblois, William Herring, Major Edmond Gingras, Charles Lindsay, Chas. A. Taschereau, Louis Gingras and Calixte Ledroit. A few years later the motto of the de Salaberry family, ("Force à superbe, mercy à faible") was adopted by the regiment.

In 1868 the corps went into camp at Rivière Ouelle for sixteen days. The following year it passed thirteen days at the St. Denis wharf, and in 1870 went under canvas at St. Michel for twelve days, besides going to camp three or four times at St. Joseph de Levis at later dates.

In 1864 a company of the regiment was detailed for duty at the frontier, being stationed at Sandwich and Windsor under the command of Captain Edmond Gingras. The next year another company was ordered out, this time to be stationed at Laprairie during the "Trent" affair, and was commanded by Lieutenant-Colonel L. P. Vohl. Then, on the occasion of the threatened Fenian invasion in 1866, a company was despatched to Niagara. The remainder of the regiment was on active service in Quebec and billeted in private houses on Scott and Lachevrotière streets, as well as Grande Allée, in the absence of barrack accommodation. In 1870, the regiment was once more called to service and for some time was quartered in the Jesuit barracks.

During the North-West rebellion the officers and men of all ranks were again equal to the occasion, and on the 3rd April, 1885, under the command of Lieutenant-Colonel G. Amyot, M.P., left Quebec to assist in the campaign. At this time the present commandant of the regiment, L. G. Chabot, filled the rank of sergeant-major, and on his return from the West was promoted to the rank of Captain of No. 2 Company.

The following were the officers who took part in the campaign of 1885 :—Commandant, Lieutenant-Colonel Guillaume Amyot ; Major, Lieutenant-Colonel Thos. Roy ; Major, Lieutenant-Colonel G. T. A. Evanturel ; Paymaster, Major P. G. Dugal ; Chaplain, Major F. X. Faguy ; Surgeon, Captain Arthur DeBlois ; Adjutant, Captain Philippe Casgrain ; Quartermaster, Captain Aimé Talbot ; Captains L. G. Frénette, Elzéar Garneau, Naz. Z. Levasseur, Frank Pennée, Alf. O. Fages, L. F. Pinault, Joseph Drolet ; Lieutenants Elzéar Fiset, Gustave Hamel, A. Shehyn, Cyprien Fiset, Georges Labranche, Vidal Dupuis, Pantaléon Pelletier, Eu-

gène LaRue, J. C. Routhier, W. D. Baillairgé, Emile Faucher, Arthur Dion, Perreault Casgrain.

Of the twenty-nine officers mentioned above, twelve have since died.

Since the date of organization the regiment has had nine commanding officers:—Lieut.-Colonels Charles de Salaberry, D. C. Thompson, Charles Eugène Panet, J. B. Amyot, Thomas Roy, G. T. Arthur Evanturel, Oscar Evanturel and L. G. Chabot, the latter at present in command.

During his term of command, Lieut.-Colonel Thompson presented the regiment with a complete set of band instruments.

The regiment was represented by four of its men at the Jubilee in honor of the late Queen Victoria, and by four more at the coronation of King Edward VII.

The effective strength of the regiment is 550 of all ranks. Sir Wilfrid Laurier is the Honorary Lieutenant-Colonel. The other officers are:—Commandant, Lieutenant-Colonel Chabot; Majors, G. Belleau and J. B. Matte; Paymaster, Major D. Gendron; Quartermaster, Captain J. S. Myrand; Adjutant, Captain J. E. Legaré; Surgeon, Captain J. L. Gilbert; Chaplain, Captain A. Paré; Lieutenant J. B. Martel in charge of signallers; Lieutenant A. J. Laliberté in charge of musketry. Company "A", Captain P. E. Trudel, Lieutenants C. Desrochers, E. Dussault; Company "B", Captain T. Blouin, Lieutenants Jos. Matte, R. P. Paradis; Company "C", Captain R. Trudel, Lieutenants L. Bouchard, C. Dumais; Company "D", Captain S. O. Riverin, Lieutenants J. Binet, J. Chouinard; Company "E", Captain J. A. Beaubien, Lieutenants A. E. Routhier, J. N. Francœur; Company "F", Captain A. Thiboutot, Lieutenants M. Hébert, J. A. Martineau; Company "G", Cap-

tain A. Beaubien, Lieutenants G. Duquet, R. Dion ; Company "H", Captain Alex. Grenier, Lieutenant E. D. Normandeau.

When the call came in 1899 for volunteers for "The Second (Special Service Battalion), Royal Canadian Regiment of Infantry", to proceed to South Africa, to aid the mother country in fighting the Boers, no difficulty was experienced in filling the ranks. It was on the 14th October, 1899, that an official decision was given to raise a regiment and on the 30th day of that month, a little over a fortnight, the steamer "Sardinian" sailed out of the harbor of Quebec with the regiment on board, fully equipped and provided for. The force was mobilized here. On Sunday there was a grand church parade to the Anglican Cathedral and Basilica. On the following day, before taking the steamer, a review was held on the Esplanade in the presence of thousands of our population.

Shortly after 4 p.m., with the bands playing patriotic airs, and the men on the steamer at the Allan wharf giving their parting cheers, which were echoed by thousands of people on every available space on the shore, the vessel dropped down the river on her fateful voyage, with a precious cargo of Canada's best sons, to fight for the flag and empire. The closing scene, as the steamer sailed down stream, was one never to be forgotten.

The work of the Canadian corps raised is too well known to call for any extended remarks. I therefore confine myself to giving a list of the names, as far as I can gather, of the Quebecers who sailed for South Africa, according to their rank at the time. It might be mentioned that the Eighth, according to its strength, furnished more men for the First Contingent than any other corps in Canada. Herewith

is appended the names of Quebecers who were with the various contingents:—

Private Alex. McQueen, 8th Regiment, killed in action at Paardeberg, February 18, 1900.

Private Larue, 87th Regiment, wounded at Paardeberg and died of enteric fever.

Trumpeter George Bradley, R.C.A., died of enteric fever.

Artificer J. T. Cooper, died of enteric fever.

Private R. Lecouteur, 8th R.R., killed in South Africa, en route home.

Major O. C. C. Pelletier, wounded at Cronje's Laager, February 27, 1900.

Major R. E. W. Turner, Q.O.C.H. (rewarded with a Victoria Cross for bravery on the field of battle), wounded.

Major T. L. Boulanger, 1st Field Battery.

Major J. A. G. Hudon, R.C.A.

Captain H. A. Panet, R.C.A.

Captain H. C. Smith, Royal Dublin Fusiliers.

Lieutenant A. E. Swift, 8th Royal Rifles.

Surgeon E. Fiset, 80th Regiment (now Deputy Minister of Militia).

Rev. P. M. O'Leary, Roman Catholic Chaplain.

Rev. J. Almond, Anglican Chaplain.

Queen's Own Canadian Hussars:—Sergeant W. Bisset, Corporal W. J. Holliday, Corporal L. McWilliam, Corporal H. B. Pope, Privates Frank Home, P. Russell, G. E. Wurtele, H. M. Cummings, P. M. Sheehan, Fred Lee.

8th Royal Rifles:—Sergeant J. A. Adams, Lance Corporal J. Treggett, Privates A. L. Turner, C. W. Twedell, H. J. Lmbkin, D. A. O'Meara, G. Atkinson, P. Donohue, M. J. Delaney, P. Crotty, R. Dalberg, M. Swift, J. R. Wright, P. E. Wright, J. McCann, R. Canty, A. Dawson, Arthur Price, F. Ackerman, J. K. Hill, W. R. Murray, Thos.

Jewell, Fred Hill, G. Anderson, C. C. Scott, E. B. Rattray, J. Convey, A. Drum, A. Evans, F. McNaughton, P. Wolfe, James Hill.

9th Regiment:—Lance Corporal W. Lefebvre, Privates Eusèbe Jobin, J. Plamondon, A. Dumais, Wiseman and d'Amours.

Private J. A. Hudon, 65th Regiment.

Private A. Duberger, 1st Field Battery.

Private J. O'Brien, 1st Prince of Wales Fusiliers. Bomb. G. Boulanger, "C" Field Battery.

Private E. Bélanger, Third Canadian Mounted Rifles.

Artificer A. L. Béliveau.

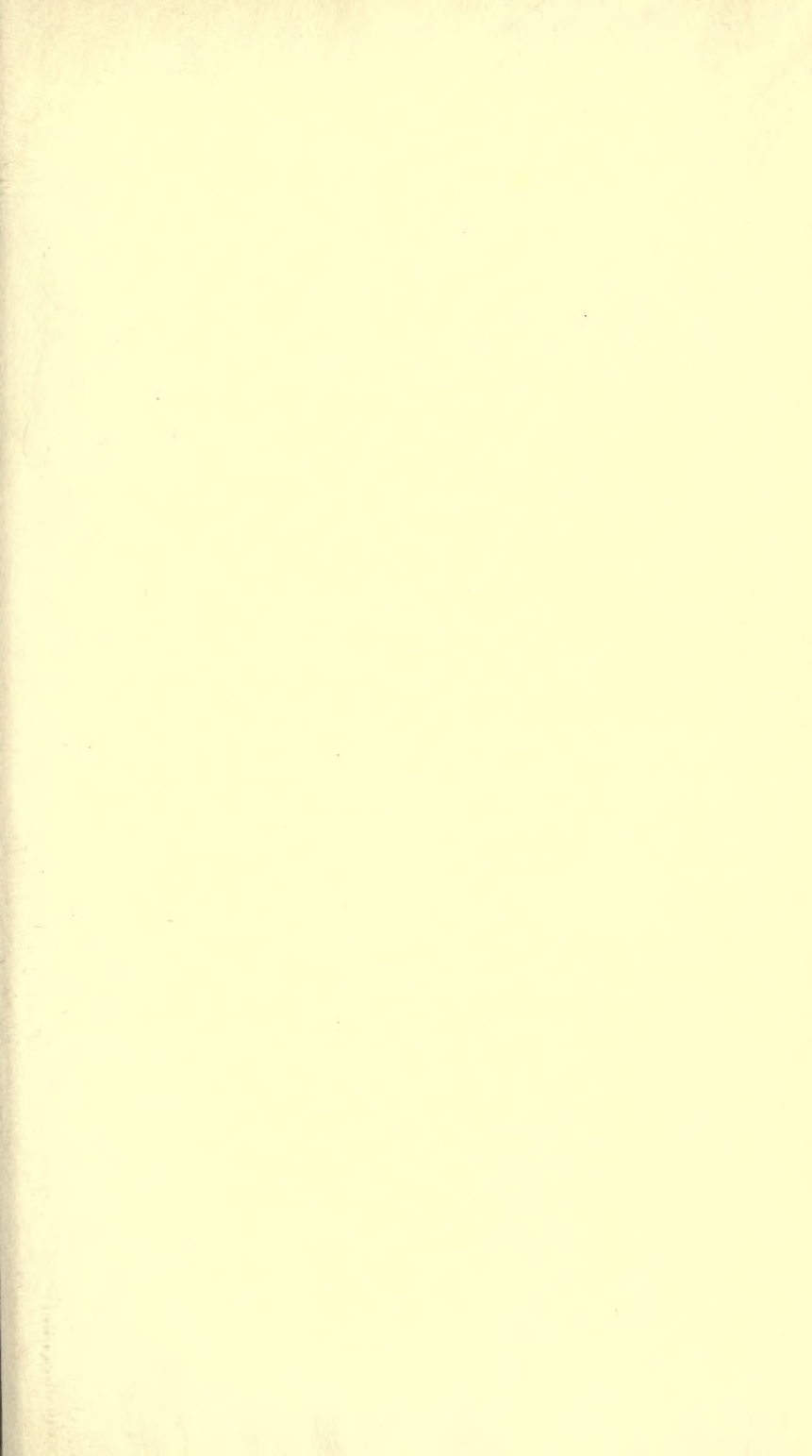
Private J. A. Larocque, N.W.M. Police.

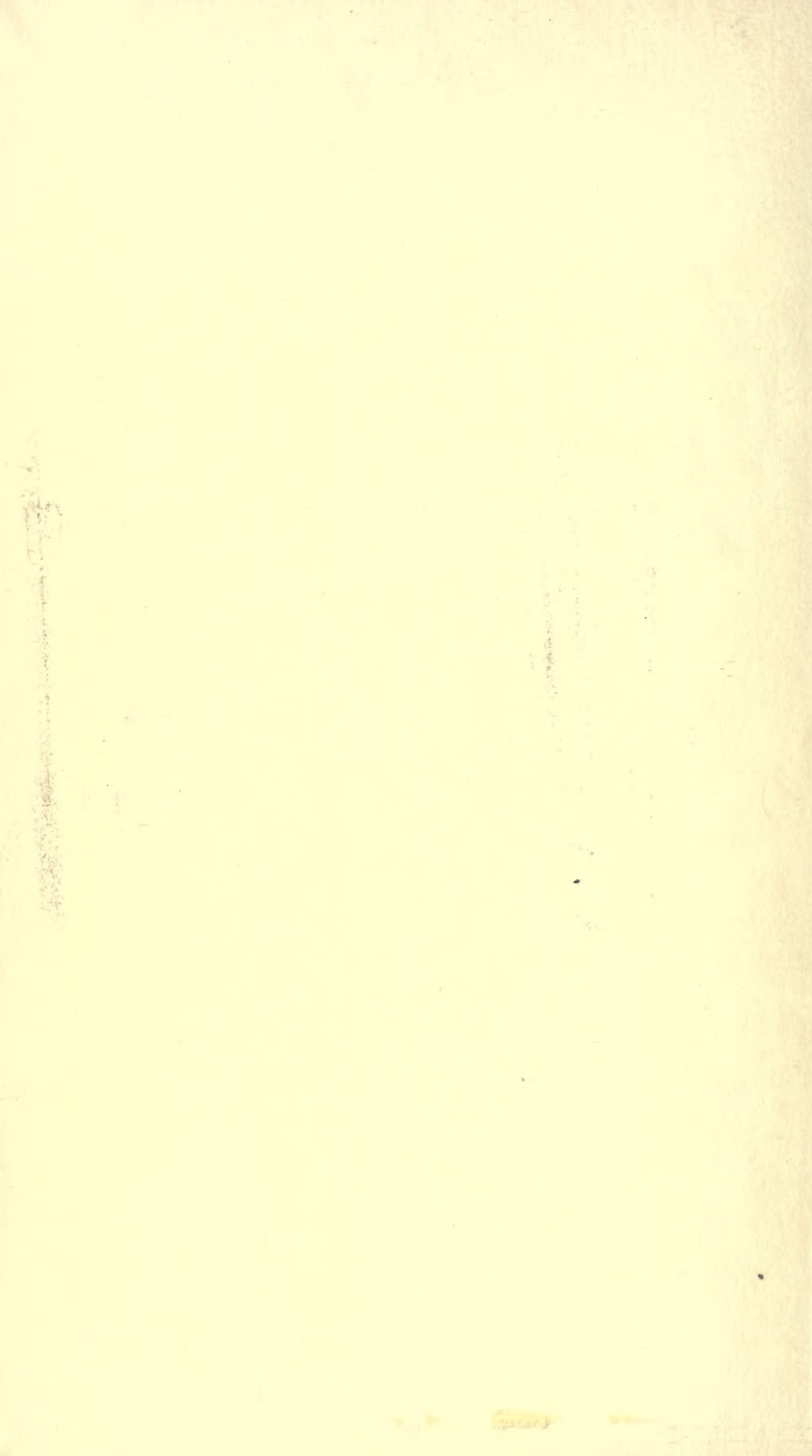
Private T. P. Hughes, N.W.M. Police.

A fact worthy of note was that "E" Company of the First Contingent comprised no less than five sets of brothers: the Wrights, the Swifts, the Hills, the Shaws and the Swords.

When, in 1861, it was necessary to billet the volunteer force owing to the lack of barrack accommodation, the authorities allowed householders ten cents per day for the keep of an infantry man and twenty-five cents for a cavalry man together with his horse.







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